Record of Hearing For Prairie Parkway Corridor Protection

Prairie Parkway Study Grundy, Kendall, and Kane Counties, Illinois

November 2007



Table of Contents

1.0	BAG	CKGROUND	1
	1.1	Corridor Protection Study (2002)	2
	1.2	Summary DEIS Findings	3
	1.3	Preferred Alternative	4
2.0	CO	RRIDOR PROTECTION AMENDMENTS	8
	2.1	Corridor Protection Basis and Overview	8
	2,2	Proposed Corridor Protection Amendments – June 2007	9
	2.3	2007 Corridor Protection Amendment Steps	11
	2.4	Public Involvement	12
3.0	API	PROVAL	13
4.0	EXI	HIBITS	14
APPI	ENDI	X A: 2002 Record of Hearing	33
APPI	ENDI	X B: 2007 Public Hearing Comments and Responses	69

1.0 Background

The Illinois Department of Transportation (IDOT) initiated a corridor feasibility study on March 19, 1999 as a proactive and responsible approach to address the growing demand for a north-south transportation corridor connecting Interstate 80 and Interstate 88 in the far western Chicago suburbs. It was recognized that if a corridor was not protected soon, the ability to reasonably create a corridor without considerable social and economic or environmental impacts would be lost.

In 2002, the Illinois Department of Transportation (IDOT) identified and recorded a protected corridor in accordance with the Illinois Highway Code for Corridor Protection (605 ILCS 5/4-510).

In 2003, IDOT began detailed assessments for this transportation facility, referred to as the Prairie Parkway, that would either remove the protected corridor or refine its location commitment with study findings. The purpose of this study was to determine if transportation system improvement(s) were needed, and if there was a need, the type and location of improvements that would best meet that need.

The study first analyzed transportation system performance through the year 2030 without major new improvements, and identified existing and potential future deficiencies. The transportation system was found to be deficient in its ability to effectively serve current and future local and regional travel demand. Four specific needs were identified:

- Improve regional mobility by providing more north-south, higher speed multi-lane roads or additional lanes to serve traffic growth and reduce regional travel times for longer-distance travel.
- Address local system deficiencies by developing a transportation system that serves forecast growth in local traffic and reduces travel times.
- Improve access from the study area to regional jobs by serving the forecast growth in work trips and by reducing travel times from the study area to current and future jobs.
- Improve safety by reducing existing and projected growth in motor vehicle crashes.

Consideration of potential alternatives to meet these needs included an extensive stakeholder involvement program. At meetings throughout the study area, the public and other stakeholders identified over 150 ideas that were organized into a set of preliminary alternatives that included arterial roadway improvements, new freeways, transit improvements, and congestion management strategies. The location of these alternatives spanned the full study area of Kendall County, eastern portions of LaSalle and DeKalb Counties, northern Grundy County, western Will County, and southern Kane County.

Through on-going public involvement, consultation with community and agency leaders, engineering, traffic, and environmental studies, the wide range of build potential improvement alternatives were narrowed to two build alternatives. These were selected for further detailed environmental and engineering assessment in 2005. The two alternatives reflect the best blend of providing travel benefits, compatibility with future land use plans, and minimizing environmental and development impacts. A Draft Environmental Impact Statement evaluating these alternatives along with No Action alternative was issued for public comment in November 2006.

The proposed improvements presented subsequently at the July 11 and 12, 2007 public hearings are the construction of an access-controlled, four-lane freeway in Grundy, Kendall, and Kane counties, Illinois between I-80 and I-88 and the widening of IL 47 to four lanes from I-80 to Canton Farm Road. Detailed build alternatives are identified as Alternative B2 and B5. Alternative B2 is a generally straight north-south connector between I-80 and I-88 located four miles west of existing IL 47, connecting to I-80 near Morris, Illinois. Alternative B5 is similar to Alternative B2 except that south of Caton Farm Road, Alternative B5 turns to the east to connect to I-80 near Minooka, Illinois. Both build alternatives also include widening IL 47 to four lanes from Caton Farm Road to I-80. The option of taking No-Action remains an Alternative.

IDOT worked closely with environmental groups, landowners, communities, agencies, and the Corridor Planning Group (CPG) to design and evaluate the two detailed build alternatives. All helped IDOT avoid, minimize, or mitigate community and environmental impacts. Provisions for a shared use path, aesthetic corridor themes, storm water treatment features, and decisions for maintaining local road circulation are a few of the major contributions the CPG and public have provided to make the alternatives evaluated in the DEIS a regional asset. These cooperative efforts in context sensitive design will continue with the selection of the detailed build alternative.

1.1 Corridor Protection Study (2002)

The corridor protection study began in March of 1999 as a proactive approach to evaluating the ability to develop a north-south transportation corridor between Interstate 80 and Interstate 88. This study was initiated because of concerns that development patterns and increasing travel demands could overload the existing transportation network in Grundy, Kendall, and western Kane counties. Through that study, several north-south corridors were investigated that would connect the major transportation routes of I-80 and I-88, yet still provide access to existing state and US highways. The corridor protection study examined known constraints, including developed urban areas, planned growth, floodways, wetlands, parks and preserves, and threatened and endangered species to name a few.

Based on this analysis, IDOT elected to use the Corridor Protection process to select a possible transportation corridor and protect that corridor while it was still reasonably undeveloped and open. In this manner, impacts to future developed areas would be minimized and private and public planners would have time to develop plans that

would complement such a facility. A public hearing was held on Dec. 11, 2001 to present three corridors to the public for their review and comment. On July 24, 2002, the Illinois Secretary of Transportation signed the Record of Hearing for the Prairie Parkway Corridor Protection approving the modified Central Corridor. This Corridor Protection Map was recorded in Grundy, Kendall, and Kane Counties.

The original "Record of Hearing" document is contained in Appendix A of this document.

1.2 Summary DEIS Findings

The Draft Environmental Impact Statement (DEIS) evaluated both of the build alternatives and the No Action alternative. Alternative B2 (33.9 miles long) provides the shorter connection between I-80 and I-88 and a greater focus on serving regional travel. Alternative B5 (37.0 miles) is longer, but provides a more direct connection to the high growth areas of Will County and more closely follows the boundaries of planned development areas. Alternative B5 avoids segmentation of agricultural areas in south Kendall County identified for agriculture in future land use plans. Both build alternatives also include widening 12 miles of IL 47 to four lanes.

Both of alternatives will meet the needs the project in a similar manner. The environmental impacts will be similar for the two alternatives. Construction of either will result in the relocation of 22 residences. Of these relocations, 9 are caused by the widening of IL 47. An estimated 2,544 to 2,645 acres of new right-of-way and other land purchases will be required. The majority of required land is currently used for agriculture; however, some locations are wooded. South of Caton Farm Road, one half of the estimated right of way for Alternative B5 lies within planned development areas while Alternative B2 passes through agricultural areas. Approximately 2.7 acres of wetlands affected will be mitigated as part of the project.

Population and employment added by the Prairie Parkway is expected to be concentrated around the state highway interchanges having ramps. Very little added growth is expected at I-80 and I-88 interchanges because no new local access will be provided at these system-to-system interchanges.

- Future population and employment added by the Prairie Parkway is measured against the growth without building Prairie Parkway as noted below:
- Kane County: 1.3% more people and 1.8% more jobs are forecast by year 2030 than without Prairie Parkway.
- Kendall County: 5.7% more people and 27.7% more jobs are forecast by year 2030 than without Prairie Parkway.
- Grundy County: 2.0% more people and 5.1% more jobs are forecast by year 2030 than without Prairie Parkway.

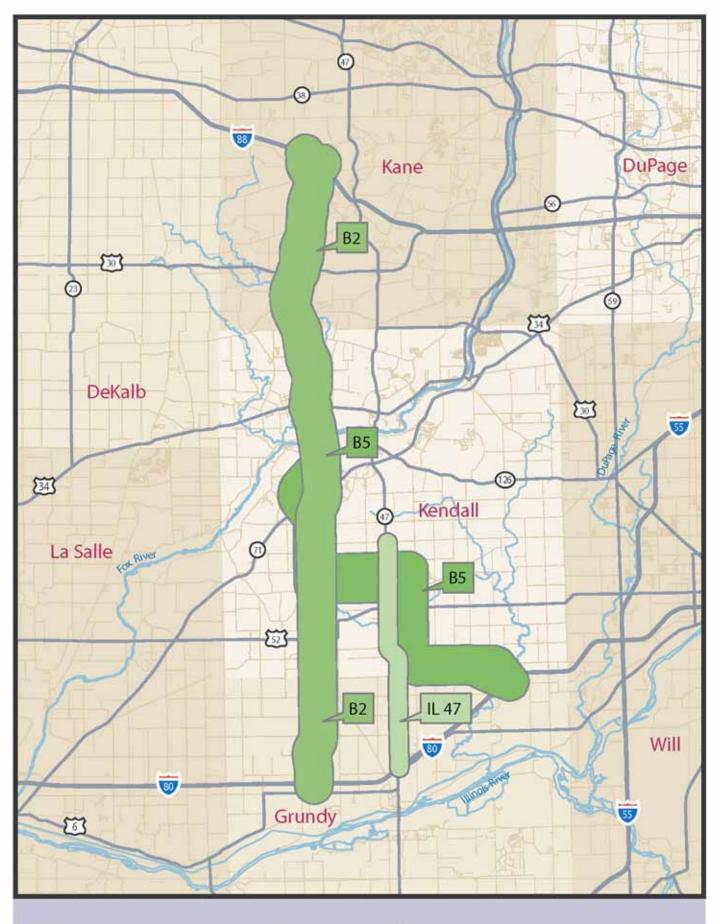
Because of the early and considerable planning involvement by the public and the CPG, the level of environmental impacts for the detailed build alternatives is comparable on a per-mile basis with the longer Alternative B5 having slightly greater direct impacts on existing features. Cost per mile is also comparable with the longer Alternative B5 having a greater total project cost. The level of benefits for addressing the purpose and need are also comparable. There are impacts related to natural resources, socio-economic factors, floodplains, noise, visual, and agricultural business. In summary, the distinguishing differences at this time between the detailed build alternatives are found in:

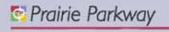
- The way in which they meet project need with Alternative B2 being better at improving regional mobility and Alternative B5 being better at providing improved access to regional jobs.
- Their compatibility with local land use plans with Alternative B5 corridor being adopted in several local land use plans. Alternative B2 passes through agricultural areas in south Kendall County identified for retention as agriculture in local land use plans.
- Their water quality and water resource impacts are similar but affect different watersheds. Alternative B5 passes along the Aux Sable watershed, while Alternative B2 passes through the Nettle Creek watershed.
- Since the May 2005 public meeting, government bodies in the project area have submitted four resolutions and four letters of support for Alternative B5 with IL 47 widening. One letter of support has been provided for Alternative B2 and one resolution opposing the Prairie Parkway was also submitted.

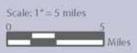
For additional information, see the Draft Environmental Impact Statement which is located at www.prairie-parkway.com on the internet or is filed at the office of the recorder for Kane, Kendall and Grundy counties.

1.3 Preferred Alternative

The Draft Environmental Impact Statement (DEIS) evaluated the two detailed build alternatives: Alternative B2 with IL-47 Widening and Alternative B5 with IL-47 Widening. These alternatives are shown in Figure 1. The characteristics of the detailed build alternatives are described in Section 3.5 of the DEIS and Sections 1.3.1 and 1.3.2 of this report. Both of these alternatives include a freeway component and an IL-47 widening component. Provisions for the inclusion of congestion management system improvements are incorporated into both alternatives. The freeway component for both alternatives begins at Interstate 80 (I-80) and ends at Interstate 88 (I-88). Both alternatives include widening IL-47 from I-80 north to Caton Farm Road. The No-Action Alternative was also assessed.









1.3.1 Alternative B2 with IL-47 Widening

The freeway component of Alternative B2 with IL-47 Widening will be 33.9 miles long. It will begin on its south end with a freeway-to-freeway interchange with I-80 west of Morris. It will end on the north with a freeway-to-freeway interchange with I-88 near Kaneville. It will include four additional interchanges with US-52, IL-71, US-34, and US-30 (on a new connector road) to provide access to the study area's road system. The freeway component of Alternative B2 will be four lanes (two lanes in each direction of travel) with a 63-foot-wide median that could accommodate transit or added highway lanes if needed in the future. The Alternative B2 freeway will cross 31 other roadways, of which 18 roads will be grade-separated and 13 roads will be closed. At three of the road closures, frontage roads will be built to maintain local access.

The freeway will pass under six ComEd electric power lines. It will pass over three railroads. The freeway will include new drainage structures at 31 major and 15 minor stream crossings, including five with bridges. An area also will be graded along the freeway section for a future multi-use path to be constructed by others. The Alternative B2 freeway also will include 16 major and 13 minor stream crossings at existing roads that cross or intersect with the freeway, as well as interchange ramps, including five with bridges.

The IL-47 widening component of Alternative B2 with IL-47 Widening will be 12 miles long. It will begin on its south end at I-80 and end on its north end at Caton Farm Road where it will connect to other planned or programmed IL-47 widening projects. IL-47 will be a four-lane highway (two lanes in each direction) with a 32-foot-wide raised curb median and paved shoulders. Median openings and exclusive left-turn lanes will be provided at existing intersections. Full control of access to adjoining properties is not planned on any section of the IL-47 improvement except for limited control of access at signalized intersections. The widening will replace existing drainage structures at nine major and one minor stream crossings, including two with bridges.

1.3.2 Alternative B5 with IL-47 Widening

The freeway component of Alternative B5 with IL-47 Widening will be 37 miles long, approximately 3 miles longer than Alternative B2. A total of 21.1 miles of this alternative will be in the same location as Alternative B2 from just south of Caton Farm Road to I-88, and in this area the characteristics of the two alternatives will be identical.

The Alternative B5 freeway will begin on its south end with a freeway-to-freeway interchange with I-80 west of Minooka. It will end on the north with a freeway-to-freeway interchange with I-88 near Kaneville at the same location as Alternative B2. It will include five additional interchanges with US-52, IL-47, IL-71, US-34, and US-30 (on a new connector road) to provide access to the study area's road system. The freeway component of Alternative B5 also will be four lanes (two lanes in each direction of travel) with a 63-foot-wide median that could accommodate transit or added highway lanes if needed in the future. The interchanges at IL-71, at US-34, and near US-30 are at

the same locations as Alternative B2. The Alternative B5 freeway will cross 32 other roadways, of which 19 roads will be grade-separated and 13 roads will be closed. At two of the road closures, frontage roads will be built to maintain local access.

The Alternative B5 freeway will pass under seven ComEd electric power lines. It will pass over the same three railroads as Alternative B2. The freeway will include new drainage structures at 30 major and 14 minor stream crossings, including seven with bridges. Alternative B5 freeway also will include 15 major and 14 minor stream crossings on existing and new roads that cross or intersect with the freeway, including five with bridges.

The characteristics of the IL-47 widening component of Alternative B5 will be identical to those of Alternative B2 described above.

1.3.3 Selection of Preferred Alternative

Based on the findings of the project's statement of purpose and need presented in Chapter 1 of the DEIS, the findings of Chapter 3 (Alternatives) and Chapter 4 (Environmental Consequences) of the DEIS, and consideration of all comments, IDOT and FHWA have identified Alternative B5 with IL-47 Widening as the preferred alternative and intend to identify it as such in the FEIS. The selection of Alternative B5 with IL-47 Widening as the preferred alternative was made for the following reasons:

- Local and other government support
- Meeting the purpose and need of the project
- Environmental impacts and resources affected

This recommendation was presented to the state and federal resource agencies on May 29, 2007 at which time concurrence for Alternative B5 with IL-47 widening was received.

For additional information, see the Preferred Alternative Report (April 2007) which is located at www.prairie-parkway.com on the internet.

2.0 Corridor Protection Amendments

2.1 Corridor Protection Basis and Overview

Corridor protection is a legal process that was added to the Illinois Highway Code (605 ILCS 5/4-510) in 1967. Corridor protection was designed to "establish...the approximate locations and widths of the rights-of-way for future additions to the State highway system to inform the public and prevent costly and conflicting development of the land involved."

The benefits of Corridor Protection include:

- <u>Transportation agency involvement.</u> Agencies can plan for the future knowing that right-of-way will be available by preventing costly and conflicting development.
- <u>Traveling-public involvement.</u> The traveling public is provided the opportunity to have transportation facilities available when they are needed.
- <u>Cost efficiency.</u> Future public facilities can be delivered more cost effectively.
- <u>Local government involvement.</u> Local bodies can develop land use plans with the knowledge of future transportation corridors.
- <u>Property owner involvement.</u> Property owners have knowledge that allows them to make informed decisions about affected property.
- <u>Commercial and industrial planning.</u> Businesses and industries can plan for future infrastructure that will service their needs.
- Environmental protection. Impacts to the environment will be minimized along the selected corridor. Without this protection, development may occur that could cause the corridor to be sited in a more environmentally sensitive area or needlessly involve additional developed areas.

In general, once a corridor is established, IDOT will make a survey and prepare a map showing the corridor and approximate right-of-way needed for the future highway addition. This map will be made available to the public and show the property lines and owners of record of all land (most current information available at the county assessors office) that will be needed for the future additions. After a Public Hearing(s) is held, the map with any changes resulting from the Public Hearing(s) will be approved and filed in the office of the recorder in all counties in which the corridor lies.

After the approved map is filed and public notice is given, all owners of record of the land identified within the corridor will be notified individually within 60 days. The land is then considered protected on which no one shall incur development costs or place improvements upon or under the ground without first giving 60 days notice to IDOT. Further information regarding the corridor protection procedures can be found in 605 ILCS 5/4-510.

2.2 Proposed Corridor Protection Amendments – June 2007

The Corridor Protection legislation allows IDOT to make changes in the map from time to time recognizing that new information may result in a need for modifications that are in best interest of the public and natural environment. During the studies that led to the recording of the Central Corridor, IDOT recognized the need to take a comprehensive look at the transportation system of the study area. A formal detailed Preliminary Engineering Study for this purpose was proposed by IDOT, and federal funding was obtained. On December 20, 2002, IDOT announced the beginning of the Phase I Preliminary Environmental and Engineering Study to review and refine the existing corridor or identify alternatives to the protected corridor. This study was not bound by the results of the previous Corridor Protection Study and followed the National Environmental Protection Act (NEPA) process.

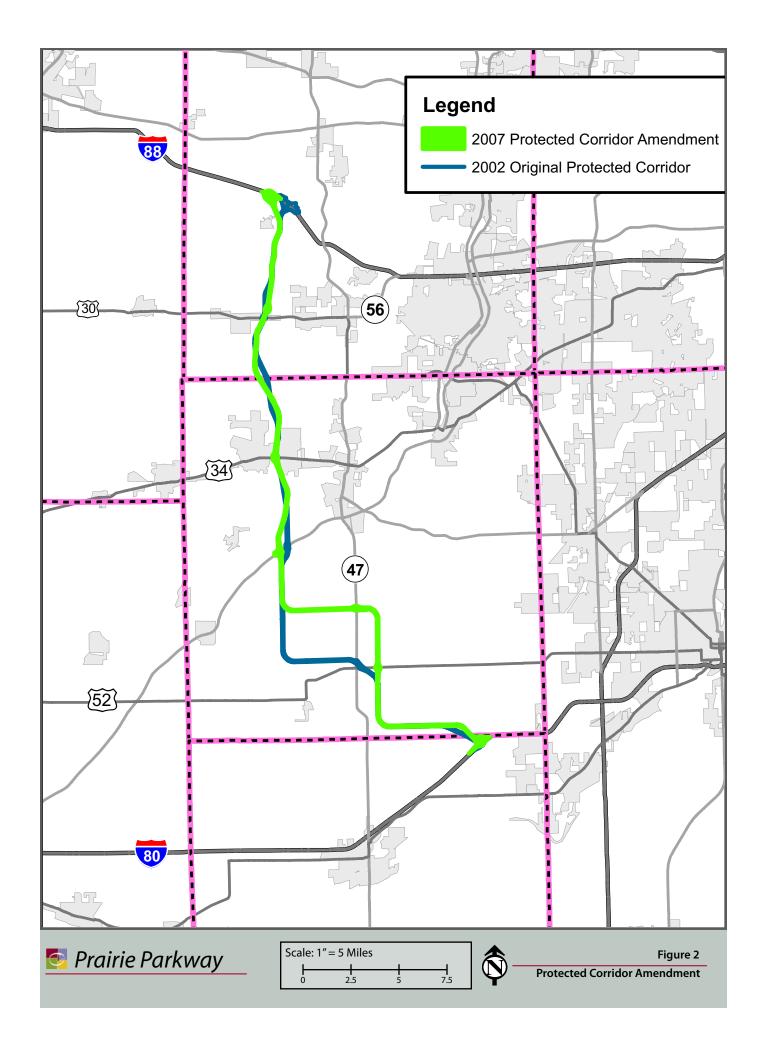
The NEPA process involved:

- Identifying the purpose and need
- Establishing Logical termini and Independent Utility
- Filing a Notice of Intent
- Continuous and comprehensive public outreach
- Identification and evaluation of alternatives
- Preparation of the Draft Environmental Impact Statement (DEIS)
- Selection of a preferred alternative

Based on the findings of the project's statement of purpose and need presented in the DEIS, and consideration of all public and stakeholder comments, IDOT and FHWA identified Alternative B5 with IL-47 Widening as the preferred alternative and intend to identify it as such in the FEIS. As described previously in Section 1.3.3, the selection of Alternative B5 with IL-47 Widening as the preferred alternative was based upon:

- Local and other government support,
- Meeting the purpose and need of the project,
- Detailed location studies, environmental impact review and a study of the resources affected.

Alternative B5 with IL-47 widening utilized some portions of the existing protected corridor; however, over half of the B5 freeway "footprint" as presented in the DEIS fell outside the protected corridor. Upon selection of the Preferred Alternative, a decision was made by IDOT to amend the existing protected corridor to accurately reflect changes/modifications associated with preferred alternative alignment in the corridor within the 400 foot corridor. Figure 2 shows the 2002 Protected Corridor and the 2007 Protected Corridor. The plan sheets of the Protected Corridor Amendments are shown in the Exhibits section of this report.



2.3 2007 Corridor Protection Amendment Steps

With the intent to amend the existing protected corridor, the corridor protection process was initiated as prescribed in 605 ILCS 5/4-510. This process involves:

- Public hearings Public hearings scheduled in or near the counties where the
 corridor protection is proposed and corridor protection maps made available to the
 public 15 days prior to the scheduled hearings. Hearing notices are published in
 local papers 30 days prior and letters mailed to directly affected land owners. Any
 interested person or their representative may attend the hearing and offer oral or
 written testimony. All testimony will be included in the official record of hearing.
 (See Appendix B, 2007 Public Hearing Comments and Responses.)
- 30 day comment period Written comments will be accepted by IDOT for 30 days following the public hearing to be included as part of the official record.
- Final revisions per comments Revisions to the amended protected corridor may be made if new information is introduced as a result of the hearing process warrants additional revisions.
- Approval and signature by Illinois Secretary of Transportation.
- Public notice and filing The approved corridor protection maps are filed in the office of the recorder in each county where corridor protection is proposed. Public notice of the approval and filing is given in each county affected.
- Notify affected property owners Affected property owners will be notified by registered mail within 60 days of the filing. Because this filing is an adjustment to an existing protected corridor, the affected properties will fall in one of three categories. Those that:
 - were in the 2002 protected corridor and are still needed for corridor protection,
 - were in the 2002 protected corridor and are no longer needed for corridor protection,
 - are *newly affected* by the proposed amendments to the 2002 corridor.
- Property acquisition would occur at the time funding is appropriated for the
 purpose of the Prairie Parkway project. Limited property acquisition may also occur
 if IDOT needs to protect property from costly and conflicting development or
 prevent an undue hardship from being placed on existing and future residents or
 businesses.

2.4 Public Involvement

Public hearings were held on July 11th, 2007 in Yorkville, Illinois and July 12th, 2007 in Sugar Grove, Illinois. The purpose of the public hearings was to present revisions to the existing protected freeway corridor based on detailed environmental and engineering studies to identify a Preferred Alternative. A revised corridor protection map was on display at the hearing. This map showed approximate right-of-way limits that are anticipated to be needed for a Preferred Alternative. Limits of the original protected corridor that are no longer required were also on display. Of the 137 written and oral comments received at the hearings and through the comment period ending August 13, 2007, nine public comments were received related to corridor protection. (See Appendix B, 2007 Public Hearing Comments and Responses.)

There was a single change to the corridor protection map as a result of the public hearing. The ownership of parcel 09-32-100-003 was corrected from Duwayne, Bill and Penny to read Bill, Duwayne and Penny.

3.0 Approval

In consideration of all of the above, the Illinois Department of Transportation has based its decision to record the Corridor Protection Map based on:

- The recognized need for a future addition to the state highway system to provide for north-south transportation between I-80 and I-88 in Grundy, Kendall and Kane counties.
- Analysis of the available corridor options,
- Public comments received as a result of the July 11th and 12th, 2007 public hearings and other public forums.

Milton R. Sees

Secretary of Transportation

11.8.07

Date

4.0 Exhibits

The following sheets reflect the amendments to the protected corridor.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **DIVISION OF HIGHWAYS** CORRIDOR PROTECTION MAP FOR THE **PRAIRIE PARKWAY GRUNDY, KENDALL & KANE COUNTIES CORRIDOR PROTECTION ENDS** INDEX OF SHEETS SHEET NO. TITLE SHEET GRUNDY COUNTY INDEX OF PARCELS AND OWNERS KENDALL COUNTY INDEX OF PARCELS AND OWNERS 3-6 KANE COUNTY INDEX OF PARCELS AND OWNERS 7--8 CORRIDOR PROTECTION MAP SHEETS 9-25 LOCATION OF SECTION INDICATED THUS: - ZZZZZZZ **GRUNDY, KENDALL & KANE COUNTIES** FOX RIVER THIS CORRIDOR PROTECTION MAP SUPERCEDES THE PREVIOUSLY RECORDED CORRIDOR PROTECTION MAP DATED JULY 24, 2002 AND RECORDED IN GRUNDY COUNTY AS DOCUMENT NUMBER 405348, IN KENDALL COUNTY AS DOCUMENT NUMBER 20020017392 AND IN KANE COUNTY AS DOCUMENT NUMBER 2002X094149. PROPOSED CORRIDOR PROTECTION ROW LINE EXISITING R.O.W. LINE SECTION LINE PROPERTY LINE PROPOSED ALIGNMENT CENTERLINE SAME OWNERSHIP NOTICE OF APPROVAL **CORRIDOR PROTECTION BEGINS** CONTACT PERSON FOR ADDITIONAL INFORMATION: PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

R.S E

R. S E.

R.7 E.

GRUNDY COUNTY

Property Affected by Prairie Parkway Corridor Protection

Owners Name	Property Index No.	Brief Legal Description	Located on Corridor Map Sheet No.
Aux Sable Township			
Poor Clares of Joliet	03-03-100-007	Part of the NW1/4 of Sec. 3, T34N, R8E	9
Central Land Management	03-03-100-006	Part of the NW1/4 of Sec. 3, T34N, R8E	9
Central Land Management	03-03-100-001	Part of the NW1/4 of Sec. 3, T34N, R8E	9
Gerald A Nelson	0304100018	Part of the NW1/4 of Sec. 4, T34N, R8E	9
Central Land Management	03-04-200-005	Part of the NE1/4 of Sec. 4, T34N, R8E	9
Central Land Management	03-04-200-008	Part of the NE1/4 of Sec.4, T34N, R8E	9
Ninovan Ski Club	03-04-327-012	Part of the SW1/4 of Sec 4, T34N, R8E	9
Michael Mass	03-04-327-011	Part of the SW1/4 of Sec 4, T34N, R8E	9
Village of Minooka	03-04-327-010	Part of the SW1/4 of Sec 4, T34N, R8E	9
Silver Oaks, LLC	03-04-400-001	Part of the SE1/4 of Sec 4, T34N, R8E	9
Silver Oaks, LLC	03-04-400-020	Part of the SE1/4 of Sec 4, T34N, R8E	9

SHEET NO. 2 OF 25

ILLINOIS DEPARTMENT OF TRANSPORTATION CORRIDOR PROTECTION MAP FOR THE

KENDALL COUNTY

	Property Affected by Prairie Parkway Corridor Protection Located on (Corridor	
Owners Name	Property Index No.	Brief Legal Description	Map Sheet N		
Seward Township					
Robert Larkin & Donald Larkin	09–33–300–002	Part of the SW1/4 of Sec 33, T35N, R8E	9		
Janice S Collins Farm Trust	09–32–100–001	Part of the NW1/4 of Sec 32, T35N, R8E	9		
William J Augsburg	09–32–100–002	Part of the NW1/4 of Sec 32, T35N, R8E	9		
Duwayne Bill & Penny Bill	09–32–100–003	Part of the NW1/4 of Sec 32, T35N, R8E	9		
John C Treanor	09-32-200-008	Part of the NEV4 of Sec 32, T35N, R8E	9		
Robert Larkin & Donald Larkin	09-32-400-001	Part of the SE1/4 of Sec 32, T35N, R8E	9		
James Buhle & Rose Ann Buhle	09-31-100-002	Part of the NW1/4 of Sec 31, T35N, R8E	10		
Scott A Cryder & Tina L Cryder	09-31-100-001	Part of the NE1/4 & NW1/4 Sec 31, T35N, R8E	10		
Harold Olson	09–31–200–002	Part of the NE1/4 of Sec 31, T35N, R8E	10		
<u>Lisbon Township</u>					
Kendall Land & Cattle, LLC	08-36-100-004	Part of the NW1/4 of Sec 36, T35N, R7E	10		
Charles Anzelec, Jr	08-36-100-007	Part of the NW1/4 of Sec 36, T35N, R7E	10		
Patrick Tierney & Judith Tierney	08-36-100-008	Part of the NW1/4 of Sec 36, T35N, R7E	10		
Commonwealth Edison	08-36-200-001	Part of the NE1/4 of Sec 36, T35N, R7E	10		
Kendall Land & Cattle, LLC	08-36-200-003	Part of the NE1/4 of Sec 36, T35N, R7E	10		
Daniel Ward & Mary Ann Ward	08–36–400–005	Part of the NE1/4 of Sec 36, T35N, R7E	10		
Heap Family Limited Partnership	08-35-100-002	Part of the NW1/4 of Sec 35, T35N, R7E	11		
Kendall Land & Cattle, LLC	08–35–200–001	Part of the NE1/4 of Sec 35, T35N, R7E	10		
Mary L Moss Revocable Trust	08–34–100–003	Part of the NE1/4 of Sec 34, T35N, R7E	11		
Kirk Friestad & Phyllis Friestad	08–34–100–004	Part of the NE1/4 of Sec 34, T35N, R7E	11		
Ralph E Fletcher Trust	08-27-100-001	Part of the NW1/4 of Sec 27, T35N, R7E	11		
Paul Baldwin Trust	08-27-200-001	Part of the NE1/4 of Sec 27, T35N, R7E	11		
Lawrence E Overland	08-27-300-001	Part of the SW1/4 of Sec 27, T35N, R7E	11		
Ramon Ortiz, Elvia Ortiz & Mario Ortiz	08-27-400-005	Part of the SE1/4 of Sec 27, T35N, R7E	11		
Joseph F Sukley III & Catherine L. Owens	08-27-400-006	Part of the SE1/4 of Sec 27, T35N, R7E	11		
Thomas Fletcher & Cheryl Fletcher	0822100002	Part of the NW1/4 of Sec 22, T35N, R7E	12	·	
Diane Wolf Peart	08-22-100-004	Part of the NW1/4 of Sec 22, T35N, R7E	12		
PTB 4M Associates	08-22-200-001	Part of the NE1/4 of Sec 22, T35N, R7E	12		
Paul Baldwin Trust	08-22-300-002	Part of the SW1/4 of Sec 22, T35N, R7E	12		
Jane F Hansen & Paul B Hansen	08-22-400-001	Part of the SE1/4 of Sec 22, T35N, R7E	12		
Thomas A Fletcher	08-15-100-001	Part of the NW1/4 & SW1/4 of Sec 15, T35N, R7E	12		
Robert Jager	08-15-100-002	Part of the NW1/4 of Sec 15, T35N, R7E	12		
Thomas A Fletcher	08–15–200–001	Part of the NE1/4 of Sec 15, T35N, R7E	12		
Thomas A Fletcher	08–15–400–001	Part of the SW1/4 & SE1/4 of Sec 15, T35N, R7E	12		
Oswego Community Bank Trust # 89	08–15–400–002	Part of the SE1/4 of Sec 15, T35N, R7E	12		
Commonwealth Edison	08-15-400-003	Part of the SE1/4 of Sec 15, T35N, R7E	12		
Martin Arteaga & Amador Angelica	08-10-100-005	Part of the NW1/4 of Sec 10, T35N, R7E	13	SHEET NO. 3 OF 25	
Martin Arteaga & Amador Angelica	08-10-100-006	Part of the NW1/4 of Sec 10, T35N, R7E	13	ILLINOIS DEPARTMENT OF TRANSPORTATION	
Brent Burnett	08-10-200-001	Part of the NE1/4 of Sec 10, T35N, R7E	13		
David Clayton & Ronald Clayton Trust	08-10-200-004	Part of the NE1/4 of Sec 10, T35N, R7E	13	CORRIDOR PROTECTION MAP FOR THE	
Continues on Next Sheet				PRAIRIE PARKWAY	
				GRUNDY, KENDALL & KANE COUNTIES	

Kendall County Con

KENDALL COUNTY - CONTINUED

	Property Affected by Prain	Located on Corridor	
Owners Name	Property Index No.	Brief Legal Description	Map Sheet No.
<u>Lisbon Township - Continued</u>			
Robert Jager	08-10-300-008	Part of the SW1/4 of Sec 10, T35N, R7E	13
Wiley G Lovelace, Jr Trust	08-10-400-001	Part of the SE1/4 of Sec 10, T35N, R7E	13
Thomas A Fletcher	08-10-400-002	Part of the SE1/4 of Sec 10, T35N, R7E	13
Elmer Dickson & Sydney Dickson	0803100001	Part of the NW1/4 of Sec 3, T35N, R7E	13
Maxine Pearce	08-03-200-002	Part of the NE1/4 of Sec 3, T35N, R7E	13
Brian S Westphal	08-03-200-003	Part of the NE1/4 of Sec 3, T35N, R7E	13
RKM Properties, LLC	08-03-300-003	Part of the SW1/4 of Sec 3, T35N, R7E	13
Paul Wissmiller Trust	08-03-400-001	Part of the SE1/4 of Sec 3, T35N, R7E	13
Kendall Township			
Stanley K Gengler, Trustee	05-34-100-003	Part of the NW1/4 of Sec 34, T36N, R7E	13
Paul Wissmiller & Linda T Wissmiller	05-34-300-001	Part of the SW1/4 of Sec 34, T36N, R7E	13
Stanley K Gengler Trust	05-34-300-002	Part of the SW1/4 of Sec 34, T36N, R7E	13
Wissmiller Agricultural Partnership	05-34-400-001	Part of the SW1/4 & SE1/4 of Sec 34, T36N, R7E	13
Arthur P Herath Estate	0533100001	Part of the NW1/4 of Sec 33, T36N, R7E	14
Commonwealth Edison	05-33-100-002	Part of the NW1/4 of Sec 33, T36N, R7E	14
John E Stewart Living Trust	05-33-200-001	Part of the NE1/4 of Sec 33, T36N, R7E	14
Bank of Chicago, Trust No. 4165B	05-33-200-002	Part of the NE1/4 of Sec 33, T36N, R7E	14
John E Stewart Trust	05-33-300-002	Part of the SW1/4 of Sec 33, T36N, R7E	14
Kline Family Partnership	05-33-300-005	Part of the SW1/4 of Sec 33, T36N, R7E	14
Dhuse Family Farms LP	05-33-400-005	Part of the SE1/4 of Sec 33, T36N, R7E	14
Dhuse Family Farms LP	05-33-400-006	Part of the SE1/4 of Sec 33, T36N, R7E	14
Dhuse Family Farms LP	05–33–400–007	Part of the SE1/4 of Sec 33, T36N, R7E	14
Gerald Tuttle	05-32-100-001	Part of the NW1/4 of Sec 32, T36N, R7E	14
Western Nat'l Bk of Cicero Tr # 100007	05-32-200-002	Part of the NE1/4 of Sec 32, T36N, R7E	14
Douglas Westphal	05-32-300-002	Part of the SW1/4 of Sec 32, T36N, R7E	14
Thomas Mathre & Linda Mathre	05-32-300-005	Part of the SW1/4 of Sec 32, T36N, R7E	14
Douglas Westphal	05-32-400-001	Part of the SE1/4 of Sec 32, T36N, R7E	14
Old Second Nat'l Bank Tr # 4032	05-32-400-004	Part of the SE1/4 of Sec 32, T36N, R7E	14
Central Land Management	05–31–100–003	Part of the NW1/4 of Sec 31, T36N, R7E	15
Gary N Cooper	05-31-200-011	Part of the NE1/4 of Sec 31, T36N, R7E	14
Gerald E Tuttle & Sue Tuttle	05-31-200-014	Part of the NE1/4 of Sec 31, T36N, R7E	14
Central Land Management	05-31-100-003	Part of the SW1/4 of Sec 31, T36N, R7E	15
Gary N Cooper	05-31-400-004	Part of the SE1/4 of Sec 31, T36N, R7E	14
Gerald Tuttle	05–31–400–005	Part of the SE1/4 of Sec 31, T36N, R7E	14

SHEET NO.4 OF 25

ILLINOIS DEPARTMENT OF TRANSPORTATION
CORRIDOR PROTECTION MAP
FOR THE

PRAIRIE PARKWAY

KENDALL COUNTY - CONTINUED

	Located on Corrido		
Owners Name	Property Index No.	Brief Legal Description	Map Sheet No.
Fox Township			
William G Coldwate & Astrid Coldwate	04-36-100-002	Part of the NW1/4 of Sec 36, T36N, R6E	15
Glen Borneman & Beryl Borneman	04-36-100-003	Part of the NW1/4 of Sec 36, T36N, R6E	15
Castle Bank NA Trust No. 2847	04-36-200-010	Part of the NE1/4 of Sec 36, T36N, R6E	15
Howard Christian & Dorothy Christian	04-36-300-004	Part of the SW1/4 of Sec 36, T36N, R6E	15
August Corneils & Arlene Corneils	04-36-400-001	Part of the SE1/4 of Sec 36, T36N, R6E	15
Orville N Christian & Duane Christian	04-36-400-014	Part of the SE1/4 of Sec 36, T36N, R6E	15
Harold W Marti	04-35-200-002	Part of the NE1/4 of Sec 35, T36N, R6E	15
Harold W Marti	04-35-200-005	Part of the NE1/4 of Sec 35, T36N, R6E	15
Ronald H Nauman	04-26-200-001	Part of the NE1/4 of Sec 26, T36N, R6E	16
Commomwealth Edison	04-26-200-002	Part of the NE1/4 & SE1/4 of Sec 26, T36N, R6E	16
Laura J Devick	04-26-400-001	Part of the SE1/4 of Sec 26, T36N, R6E	16
Commonwealth Edison	04-23-200-002	Part of the NE1/4 of Sec 23, T36N, R6E	16
Donald Hamman & Carol Hamman	04-23-200-003	Part of the NE1/4 of Sec 23, T36N, R6E	16
Donald Hamman & Carol Hamman	04–23–400–002	Part of the SE1/4 of Sec 23, T36N, R6E	16
Doris V Karales Trust	04-14-200-002	Part of the NE1/4 of Sec 14, T36N, R6E	17
Donald Hamman & Carol Hamman	04–14–200–003	Part of the NE1/4 of Sec 14, T36N, R6E	16
Donald J Hamman & Carol Hamman	04–14–200–005	Part of the NE1/4 of Sec 14, T36N, R6E	17
Donald J Hamman & Carol Hamman	04–14–200–007	Part of the NE1/4 of Sec 14, T36N, R6E	17
Donald Hamman & Carol Hamman	04-14-400-002	Part of the SE1/4 of Sec 14, T36N, R6E	16
Fox Moraine LCC	04–14–400–003	Part of the SE1/4 of Sec 14, T36N, R6E	16
Richard A Brummel Living Trust	04-11-200-004	Part of the NE1/4 of Sec 11, T36N, R6E	17
Doris V Karales Trust	04–11–400–002	Part of the SE1/4 of Sec 11, T36N, R6E	17
Evelyn K Richie	04–11–400–003	Part of the SE1/4 of Sec 11, T36N, R6E	17
Fredrick Brummel Living Trust	04-12-100-001	Part of the NW1/4 of Sec 12, T36N, 6E	17
Richard A Brummel Living Trust	04–12–100–002	Part of the NW1/4 of Sec 12, T36N, 6E	17
McCarthy Farm Limited Partnership	04-01-100-005	Part of the NW1/4 of Sec 1, T36N, R6E	17
Frederick Brummel Living Trust	04-01-301-001	Part of the SW1/4 of Sec 1, T36N, R6E	17
Frederick Brummel Living Trust	04-01-301-002	Part of the SW1/4 of Sec 1, T36N, R6E	17
Richard A Brummel Living Trust	04-01-351-003	Part of the SW1/4 of Sec 1, T36N, R6E	17
Illinois Railway, Inc	04-01-501-001	Part of the SW1/4 of Sec 1, T36N, R6E	17

SHEET NO. 5 OF 25

ILLINOIS DEPARTMENT OF TRANSPORTATION

CORRIDOR PROTECTION MAP

FOR THE

PRAIRIE PARKWAY

GRUNDY, KENDALL & KANE COUNTIES

\c\p\@@7@3 Phase 1\ROW\CPM

KENDALL COUNTY - CONTINUED

Property Affected by Prairie Parkway Corridor Protection

	Property Affected by Pra	located on Corrid	
Owners Name	Property Index No.	Brief Legal Description	Located on Corridor Map Sheet No.
Little Rock Township			
McCarthy Farm Limited Partnership	04-39-300-006	Part of the SW1/4 of Sec 36, T37N, R6E	17 & 18
Menachem T Ardon & Marjorie Ardon	01-36-100-001	Part of the NW1/4 of Sec 36, T37N, R6E	18
Eric W Miller & Jenny K Miller	01–36–100–005	Part of the NW1/4 of Sec 36, T37N, R6E	18
Jonathan V Franz & Ronda J Franz	01–36–100–012	Part of Lot 0 in Minnetonka Springs Subdivision	18
Robert P Pilmer & Mary K Pilmer	01–36–100–013	Part of Lot 1 in Stone's Subdivision	18
Michael J Stadfeld & Cindy M Stadfeld	01–36–100–014	Part of Lot 2 in Stone's Subdivision	18
Robert E Bedal & Wendy L Bedal	01-36-100-015	Part of Lot 3 in Stone's Subdivision	18
Benny Daniels	01-36-100-021	Part of Lot 3 in Dockstader's Subdivision	18
Charles D McNelis	01–36–100–022	Part of the NW1/4 of Sec 36, T37N, R6E	18
Richard D Kleinmaier	01-36-100-023	Part of the NW1/4 of Sec 36, T37N, R6E	18
Robert J Odenbach	01–36–100–030	Part of the NW1/4 of Sec 36, T37N, R6E	18
Menachem T Ardon	01–25–300–003	Part of the SW1/4 of Sec 25, T37N, R6E	18
Florian Czinki	01–25–300–011	Part of the SW1/4 of Sec 25, T37N, R6E	18
Corbin Land, LLC	01–25–300–026	Part of the SW1/4 of Sec 25, T37N, R6E	18
Corbin Land, LLC	01–26–200–001	Part of the NE1/4 of Sec 26, T37N, R6E	18
Commonwealth Edison	01-26-200-003	Part of the NE1/4 of Sec 26, T37N, R6E	18
Corbin Land, LLC	01-26-200-006	Part of the NE1/4 of Sec 26, T37N, R6E	18
Menachem T Ardon & Marjorie Ardon	01-26-400-008	Part of the SE1/4 of Sec 26, T37N, R6E	18
Corbin Land, LLC	01-26-400-014	Part of the SE1/4 of Sec 26, T37N, R6E	18
Corbin Land, LLC	01–26–400–015	Part of the SE1/4 of Sec 26, T37N, R6E	18
Commonwealth Edison	01–23–200–007	Part of the NE1/4 of Sec 23, T37N, R6E	18
Brummel Family Trust	01-23-200-017	Part of the NE1/4 of Sec 23, T37N, R6E	19
Albert Wykes	01–23–200–022	Part of the NE1/4 of Sec 23, T37N, R6E	19
Lakewood Land, LLC	01–23–200–023	Part of the NE1/4 of Sec 23, T37N, R6E	19
Lakewood Land, LLC	01–23–200–025	Part of the NE1/4 of Sec 23, T37N, R6E	19
Albert Wykes	01-23-200-024	Part of the NE1/4 of Sec 23, T37N, R6E	19
Corbin Land, LLC	01–23–300–011	Part of the SW1/4 of Sec 23, T37N, R6E	18
Fred Brummel	01-23-400-001	Part of the SW1/4 of Sec 23, T37N, R6E	18
Commonwealth Edison	01-23-400-003	Part of the SE1/4 of of Sec 23, T37N, R6E	18
Commonwealth Edison	01-23-400-005	Part of the SE1/4 of Sec 23, T37N, R6E	18
Corbin Land, LLC	01–23–400–008	Part of the SE1/4 of Sec 23, T37N, R6E	18
Commonwealth Edison	01–14–200–003	Part of the NE1/4 of Sec 14, T37N, R6E	19
Henning Family Farm LLC	01–14–200–005	Part of the NE1/4 of Sec 14, T37N, R6E	19
Brummel Family Trust No 1	01-14-400-004	Part of the SE1/4 of Sec 14, T37N, R6E	19
Donald J Brummel	01-14-400-006	Part of the SE1/4 of Sec 14, T37N, R6E	19
Donald J Brummel & Patricia R Brummel	01-14-400-007	Part of the SE1/4 of Sec 14, T37N, R6E	19
Brummel Family Trust No 1	01–14–400–010	Part of the SE1/4 of Sec 14, T37N, R6E	19
Brummel Family Trust No 1	01–14–400–013	Part of the SE1/4 of Sec 14, T37N, R6E	19
R Lanigan Trust 2272	01–11–200–001	Part of the NE1/4 of Sec 11, T37N, R6E	19
Judy A Fox Trustee	01-11-400-002	Part of the SE1/4 of Sec 11, T37N, R6E	19
Henning Family Farm LLC	01-11-400-004	Part of the SE1/4 of Sec 11, T37N, R6E	19
William Fox & Cheryl Fox	01–11–400–005	Part of the SE1/4 of Sec 11, T37N, R6E	19
John R Poss, Trustee	01–02–100–001	Part of the NW1/4 of Sec 2, T37N, R6E	20
James M Sears	01-02-200-001	Part of the NW1/4 of Sec 2, T37N, R6E	20 ILLINOIS
Unicorn Investments LLC	01-02-300-001	Part of the SW1/4 of Sec 2, T37N, R6E	20
R Lanigan Trust 2272	01-02-400-001	Part of the SE1/4 of Sec 2, T37N, R6E	20
Unicorn Investments LLC	01-03-200-001	Part of the NE1/4 of Sec 3, T37N, R6E	20 GRU
		, , =====	GRU

SHEET NO. 6 OF 25

LINOIS DEPARTMENT OF TRANSPORTATION

CORRIDOR PROTECTION MAP

FOR THE

PRAIRIE PARKWAY

KANE COUNTY

Property Affected by Prairie Parkway Corridor Protection

	Property Affected	by Prairie Parkway Corridor Protection	Located on Corridor	
Owners Name	Departur landare No.	Drief Level Description		
owners waine	Property Index No.	Brief Legal Description	<u>Map Sheet No.</u>	
ig Rock Township				
larry R. Schoger & Shirley E. Schoger Revocable Trust	13-34-200-001	Part of the NE1/4 of Sec 34, T38N, R6E	20	
larry R. Schoger & Shirley E. Schoger Revocable Trust	13-34-200-011	Part of the NE1/4 of Sec 34, T38N, R6E	20	
IJ Modaff Sr, Living Trust	13-34-400-005	Part of the SE1/4 of Sec 34, T38N, R6E	20	
ommonwealth Edison Company	13–34–400–004	Part of the SE1/4 of Sec 34, T38N, R6E	20	
obert P. Gwinn Insurance Trust	13-27-200-003	Part of the NE1/4 of Sec 27, T38N, R6E	21	
irginia Baumann Trustee	13-27-200-004	Part of the NE1/4 of Sec 27, T38N, R6E	21	
aSalle National Bank Trust # 109585	13-27-200-021	Part of the NE1/4 of Sec 27, T38N, R6E	21	
aSalle National Bank Trust # 109585	13-27-200-006	Part of the NE1/4 of Sec 27, T38N, R6E	21	
oseph J. Ritchie & Sharon Ritchie	13-27-200-022	Part of the NE1/4 of Sec 27, T38N, R6E	21	
aSalle National Bank Trust # 109585	13-27-400-016	Part of the SE1/4 of Sec 27, T38N, R6E	21	
larris Trust & Savings Bank Trust # 41627	13-27-400-018	Part of the SE1/4 of Sec 27, T38N, R6E	21	
arry R. Schoger & Shirley E. Schoger Revocable Trust	13–27–400–011	Part of the SE1/4 of Sec 27, T38N, R6E	21	
C Thompson & SR Thompson Trust # 101 & 102	1322200031	Part of the NE1/4 of Sec 22, T38N, R6E	21	
obert P. Gwinn Insurance Trust	13-22-400-001	Part of the SE1/4 of Sec 22, T38N, R6E	21	
C Thompson & SR Thompson Trust # 101 & 102	13-23-100-006	Part of the NW1/4 of Sec 23, T38N, R6E	21	
C Thompson & SR Thompson Trust # 101 & 102	13-23-100-007	Part of the NW1/4 of Sec 23, T38N, R6E	21	
urlington Northern Railroad	13–23–501–004	Part of the NW1/4 of Sec 23, T38N, R6E	21	
ld Second National Bank Aurora Trust # 668	13-14-100-001	Part of the NW1/4 of Sec 14, T38N, R6E	22	
dward A. Cox, Jr,	13-14-100-002	Part of the NW1/4 of Sec 14, T38N, R6E	22	
dward A. Cox, Jr.	13-14-300-005	Part of the SW1/4 of Sec 14, T38N, R6E	21	
dward A. Cox, Jr.	13-14-300-006	Part of the SW1/4 of Sec 14, T38N, R6E	21	
dward A. Cox, Jr.	13-14-300-007	Part of the SW1/4 of Sec 14, T38N, R6E	21	
dward A. Cox, Jr.	13-14-300-008	Part of the SW1/4 of Sec 14, T38N, R6E	21	
iward A. Cox, Jr.	13-14-400-006	Part of the SE1/4 of Sec 14, T38N, R6E	25	
dward A. Cox, Jr.	1314400003	Part of the SE1/4 of Sec 14, T38N, R6E	25	
dward A. Cox, Jr.	13-14-400-010	Part of the SE1/4 of Sec 14, T38N, R6E	25	
ames M. Scott	13-14-400012	Part of the SE1/4 of Sec 14, T38N, R6E	25	
ames M. Scott	13–14–400–013	Part of the SE1/4 of Sec 14, T38N, R6E	25	
urton E. Scott	13-11-100-002	Part of the NW1/4 of Sec 11, T38N, R6E	22	
loyce Farms LLC	13-11-200-001	Part of the NE1/4 of Sec 11, T38N, R6E	22	
Nartin Farm Holding No. 1, LLC	13-11-300-002	Part of the SW1/4 of Sec 11, T38N, R6E	22	
homas L. Patterman	13–11–400–005	Part of the SE1/4 of Sec 11, T38N, R6E	22	
ollin Shaw & Sara Shaw	13-02-200-001	Part of the NE1/4 of Sec 2, T38N, R6E	22	SHEET NO.7 OF
Iollin Shaw & Sara Shaw	13-02-200-002	Part of the NE1/4 of Sec 2, T38N, R6E	23 ILLIMOIS DEPART	MENT OF TRANSPORTATION
Commonwealth Edison Company	13-02-200-003	Part of the NE1/4 of Sec 2, T38N, R6E	22 1	MENT OF TRANSPORTATION MAP
Joyce Farms LLC	13-02-400-003	Part of the SE1/4 of Sec 2, T38N, R6E	22	FOR THE
Kane County Continues on Next Sheet				RIE PARKWAY
	1		Obliainy val	DALL O. VANE COUNTIES

KANE COUNTY - CONTINUED

Property Affected by Prairie Parkway Corridor Protection

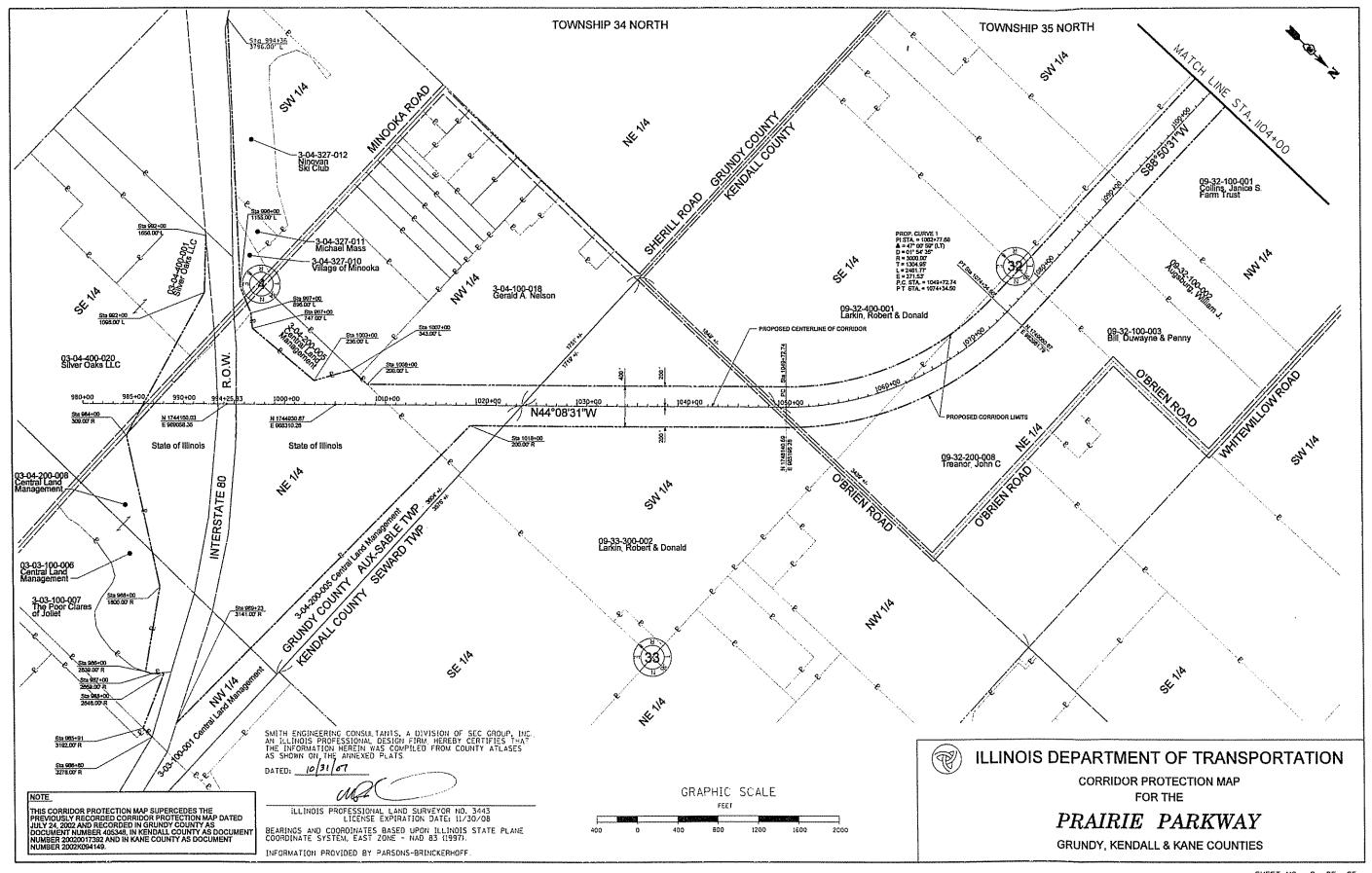
Kaneville Township	Property Index No.	Brief Legal Description	Map Sheet No.
Douglas Long, Gerald Long, Gary Long & Rebecca Aldrich	10-35-200-001	Part of the NE1/4 of Sec 35, T39N, R6E	23
Douglas Long, Gerald Long, Gary Long & Rebecca Aldrich	10-35-200-002	Part of the NE1/4 of Sec 35, T39N, R6E	23
Douglas Long, Gerald Long, Gary Long & Rebecca Aldrich	10-35-200-003	Part of the NE1/4 of Sec 35, T39N, R6E	23
Phyllis Long Pierson	10–35–400–001	Part of the SE1/4 of Sec 35, T39N, R6E	23
Harris Bank Roselle Trust # 13311	10-26-226-001	Part of the NE1/4 of Sec 26, T39N, R6E	23
Old Second National Bank Aurora Trust # 51 & 52	10-26-226-002	Part of the NE1/4 of Sec 26, T39N, R6E	23
Roger L. Souders & Blanca N. Souders	10-26-400-007	Part of the SE1/4 of Sec 26, T39N, R6E	23
Virginia M. Sounders Declaration of Trust	10-26-400-006	Part of the SE1/4 of Sec 26, T39N, R6E	23
Virginia M. Sounders Declaration of Trust	10-26-400-008	Part of the SE1/4 of Sec 26, T39N, R6E	23
Cindy Sue Kleren	10–26–400–009	Part of the SE1/4 of Sec 26, T39N, R6E	23
Creek Partners LLC	10-25-300-006	Part of the SW1/4 of Sec 25, T39N, R6E	23
Earl Dauberman Trust # 101	10-23-100-001	Part of the NW1/4 of Sec 23, T39N, R6E	24
Ralph T. Russel Living Trust & Trustee	10-23-100-002	Part of the NW1/4 of Sec 23, T39N, R6E	24
Harris Bank Roselle Trust # 13311	10-23-200-001	Part of the NE1/4 of Sec 23, T39N, R6E	24
Harris Bank Roselle Trust # 13311	10-23-200-003	Part of the NE1/4 of Sec 23, T39N, R6E	24
Harris Bank Roselle Trust # 13311	10-23-400-006	Part of the SE1/4 of Sec 23, T39N, R6E	23
Harris Bank Roselle Trust # 13311	10-23-400-007	Part of the SE1/4 of Sec 23, T39N, R6E	23
Harris Bank Roselle Trust # 13311	10-23-400-010	Part of the SE1/4 of Sec 23, T39N, R6E	23
Earl Dauberman Trust # 101	10-14-300-010	Part of the SW1/4 of Sec 14, T39N, R6E	24
Evelyn Vrhel Slepicka Trust # 101	10-14-300-011	Part of the SW1/4 of Sec 14, T39N, R6E	24
Evelyn Vrhel Slepicka Trust # 101	10-14-400-001	Part of the SE1/4 of Sec 14, T39N, R6E	24
Harris Bank Roselle Trust # 13311	10-14-400-004	Part of the SE1/4 of Sec 14, T39N, R6E	24
Harris Bank Roselle Trust # 13311	10-14-400-006	Part of the SE1/4 of Sec 14, T39N, R6E	24

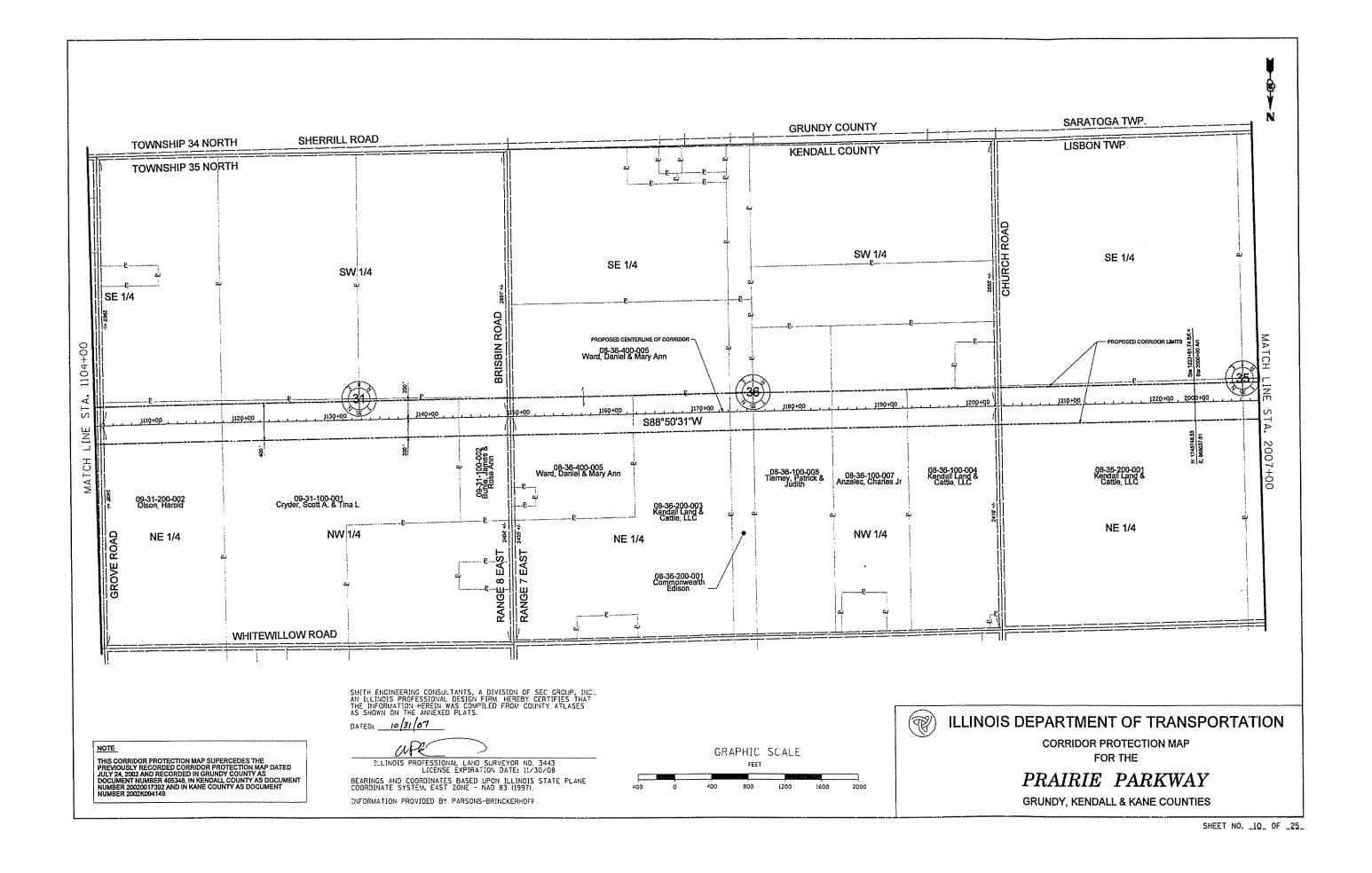
SHEET NO. 8 OF 25

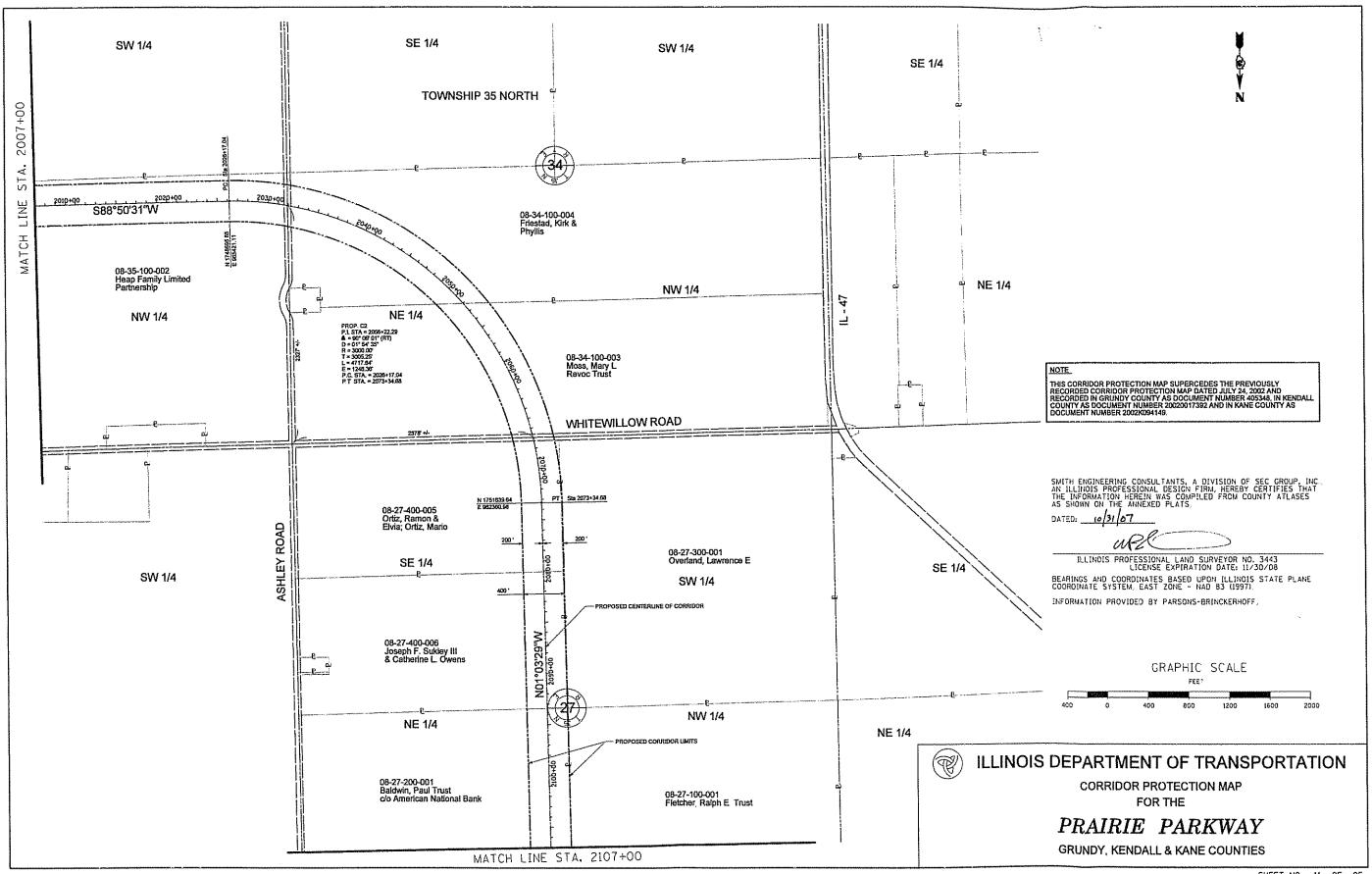
ILLINOIS DEPARTMENT OF TRANSPORTATION
CORRIDOR PROTECTION MAP
FOR THE

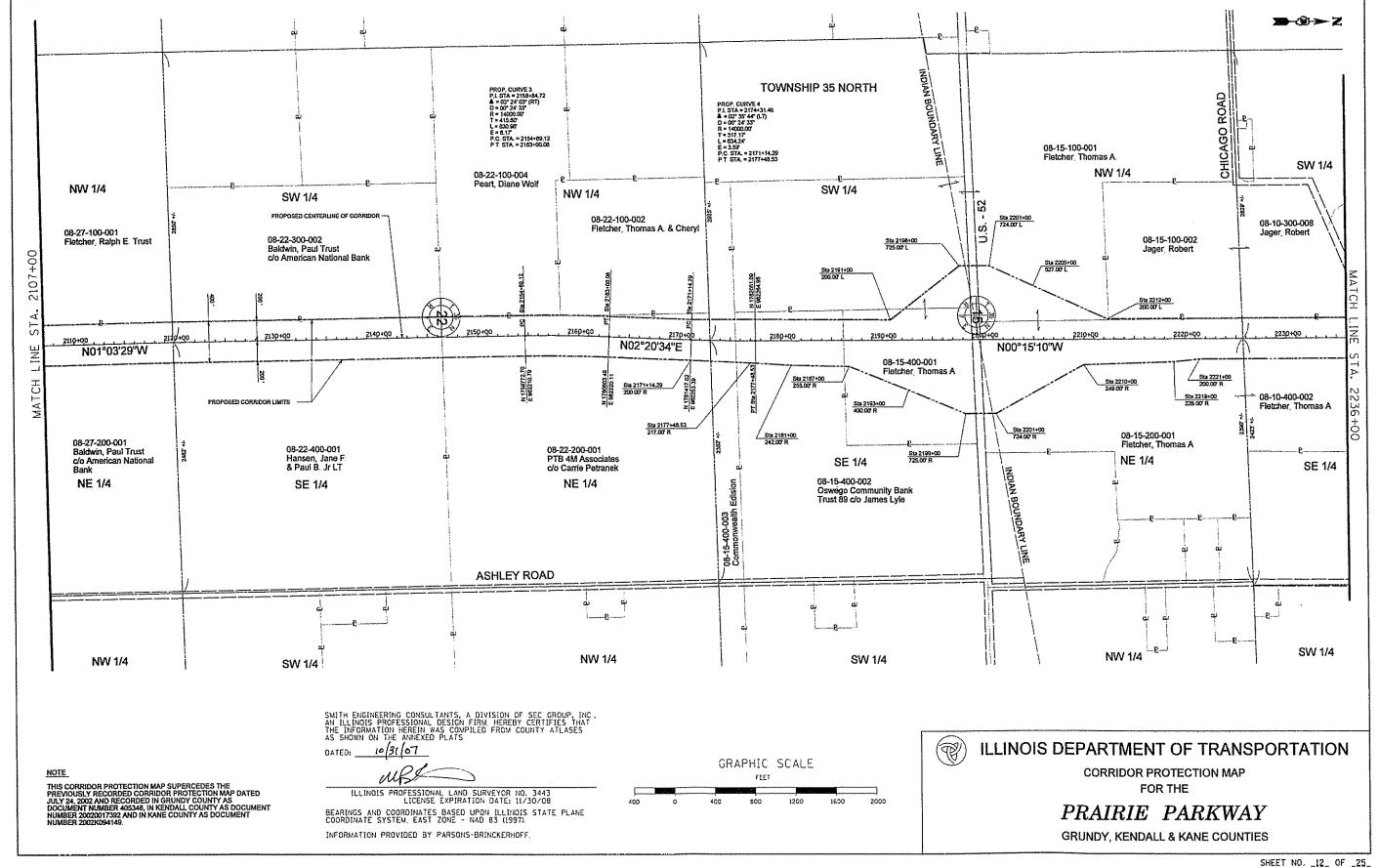
Located on Corridor

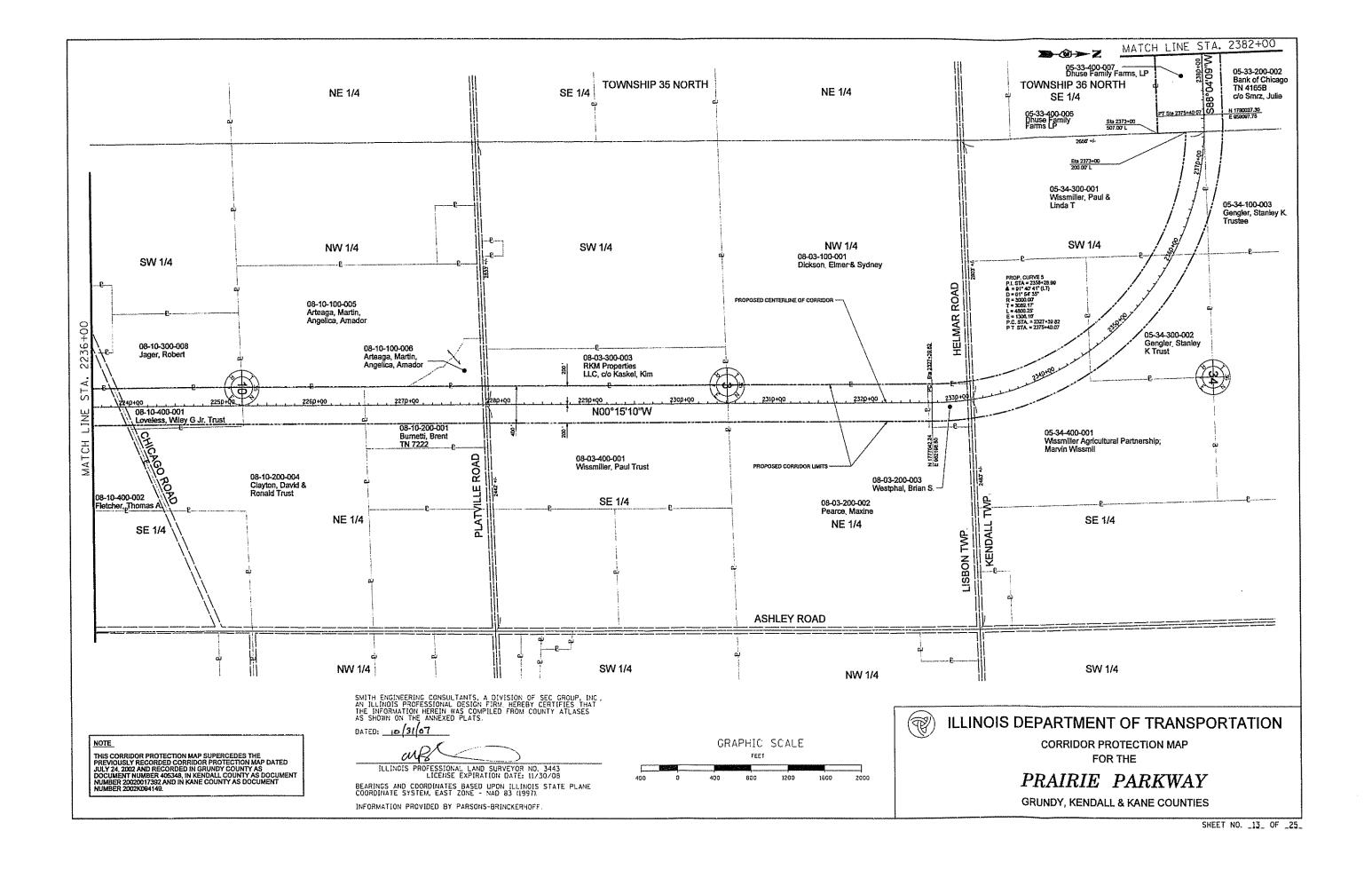
PRAIRIE PARKWAY

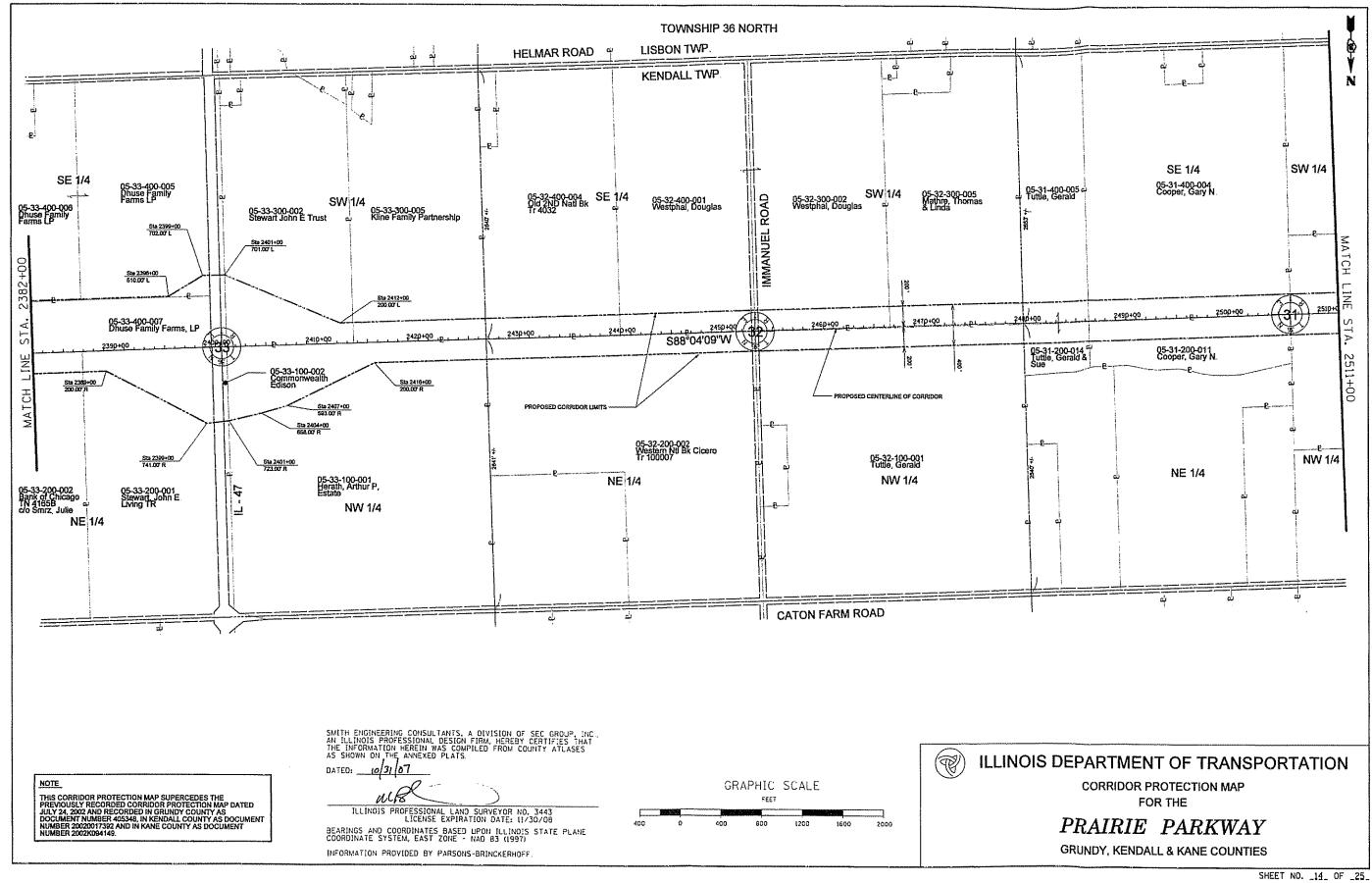


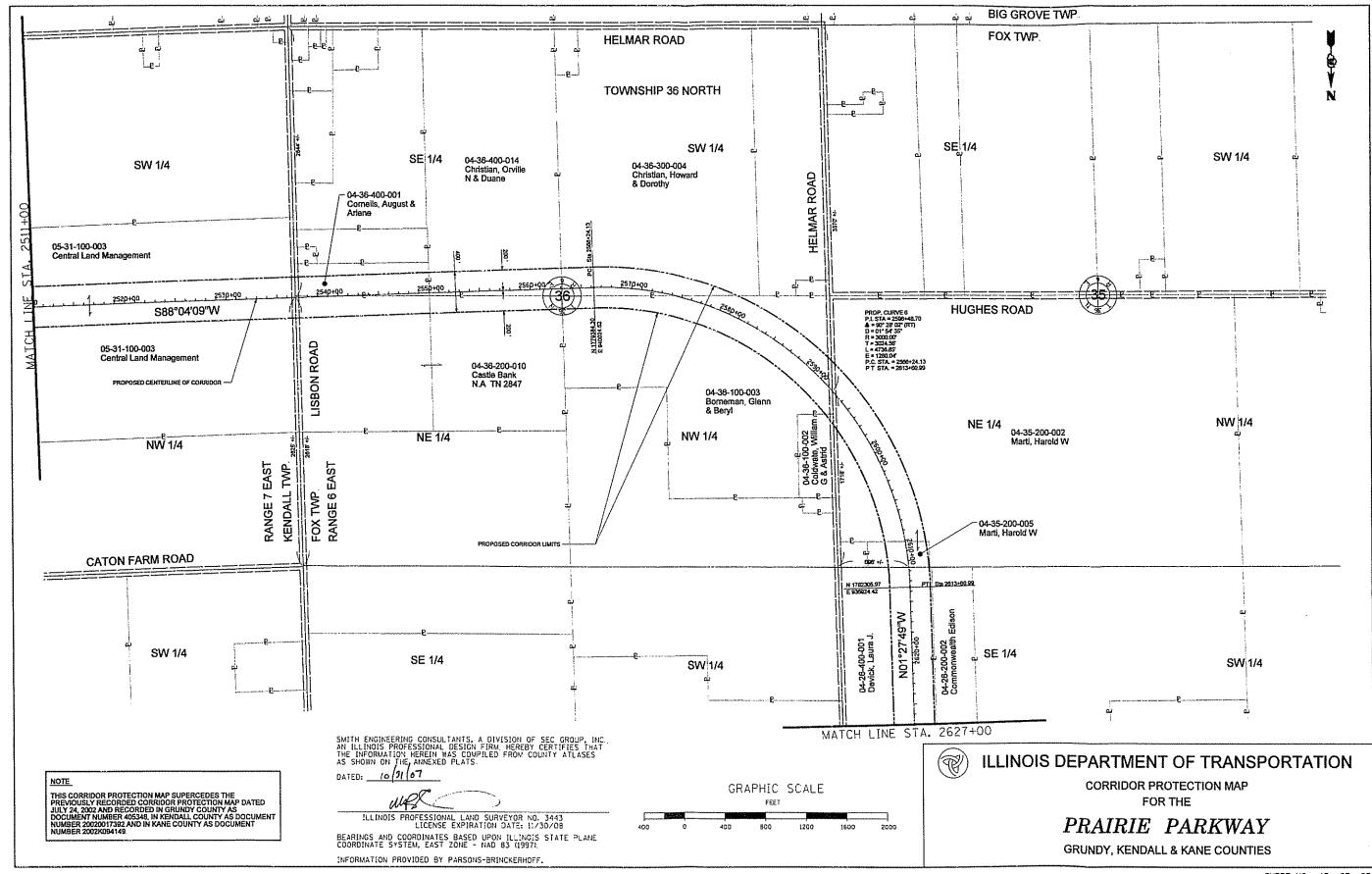


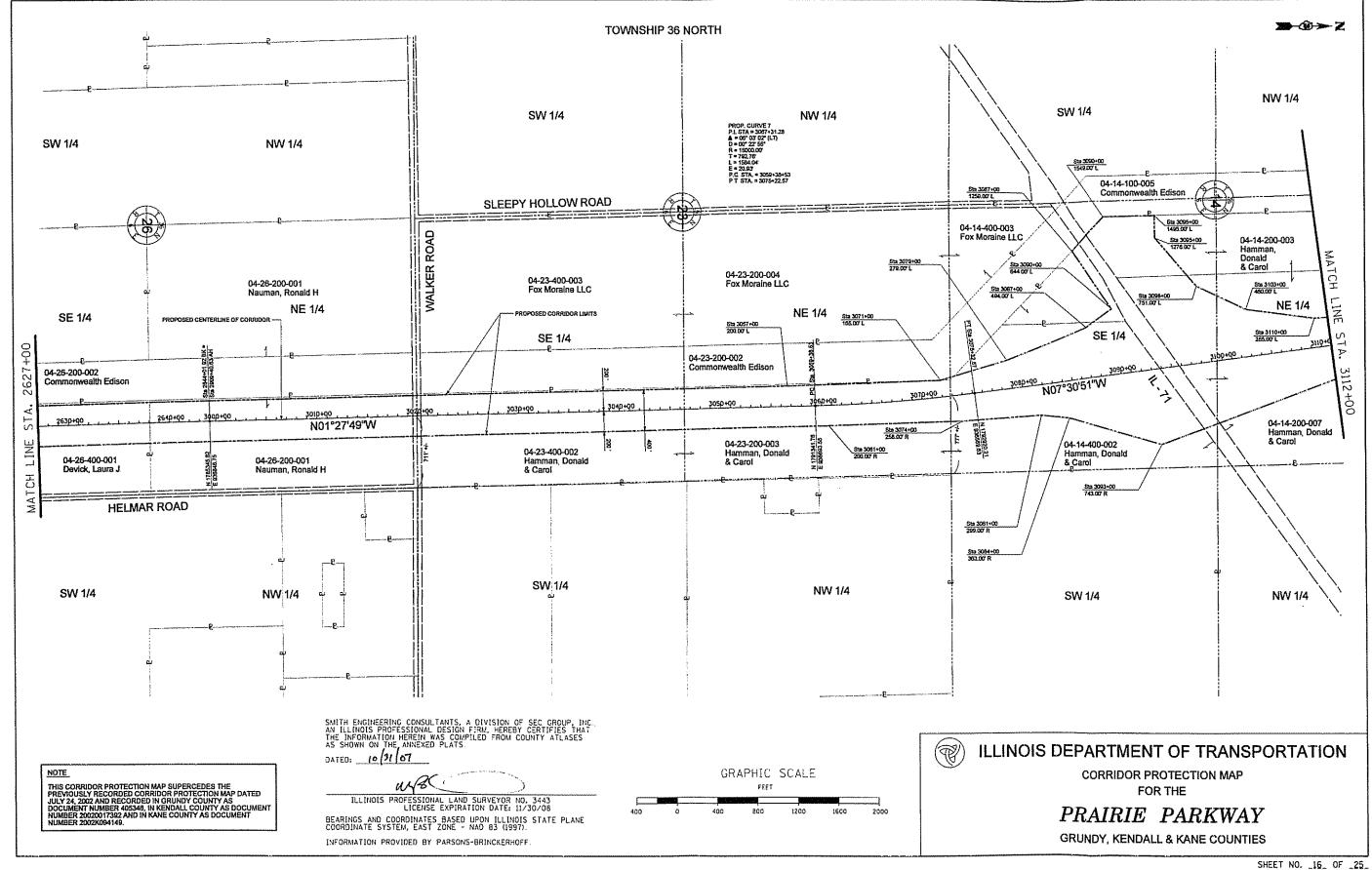


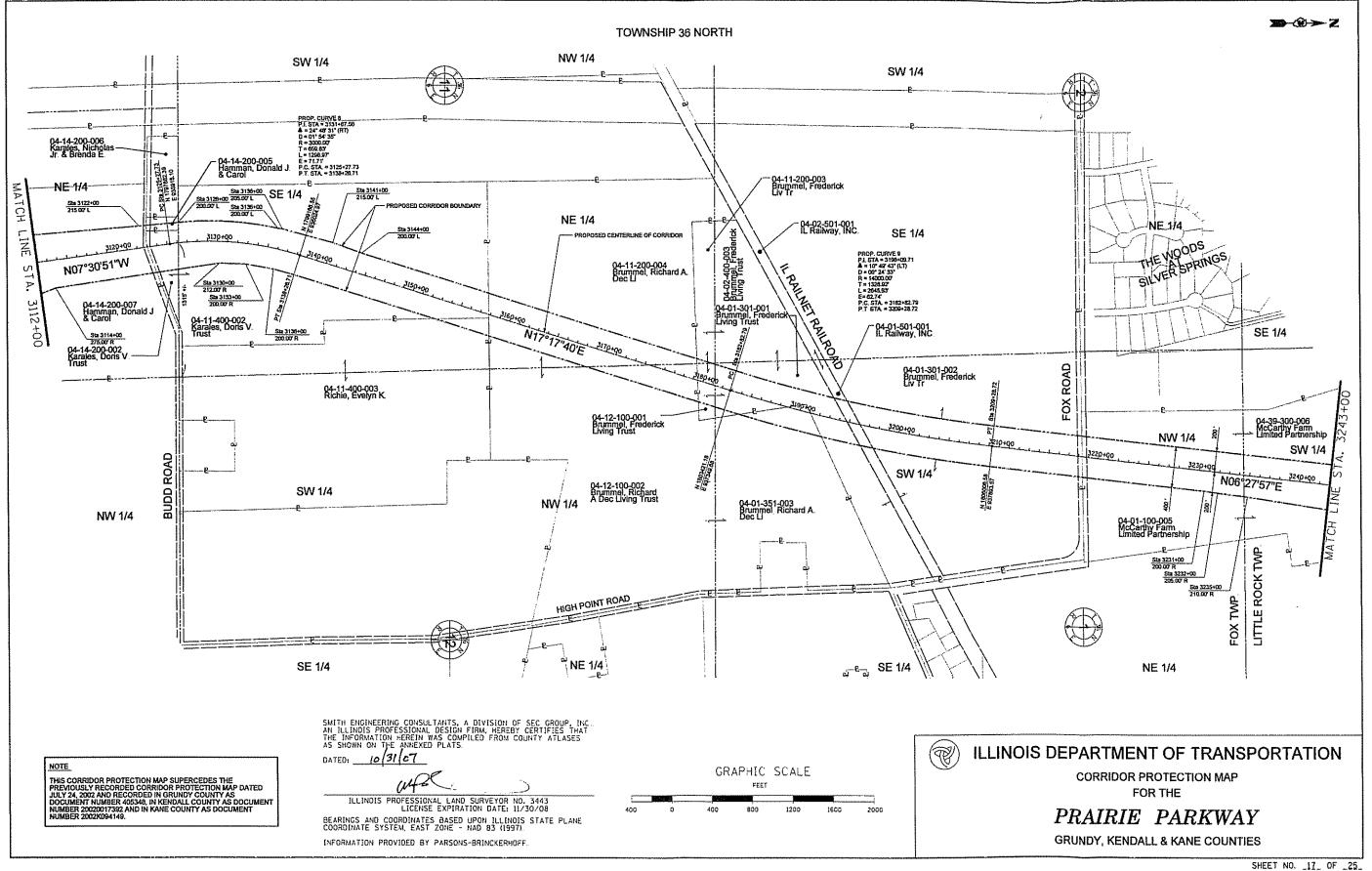


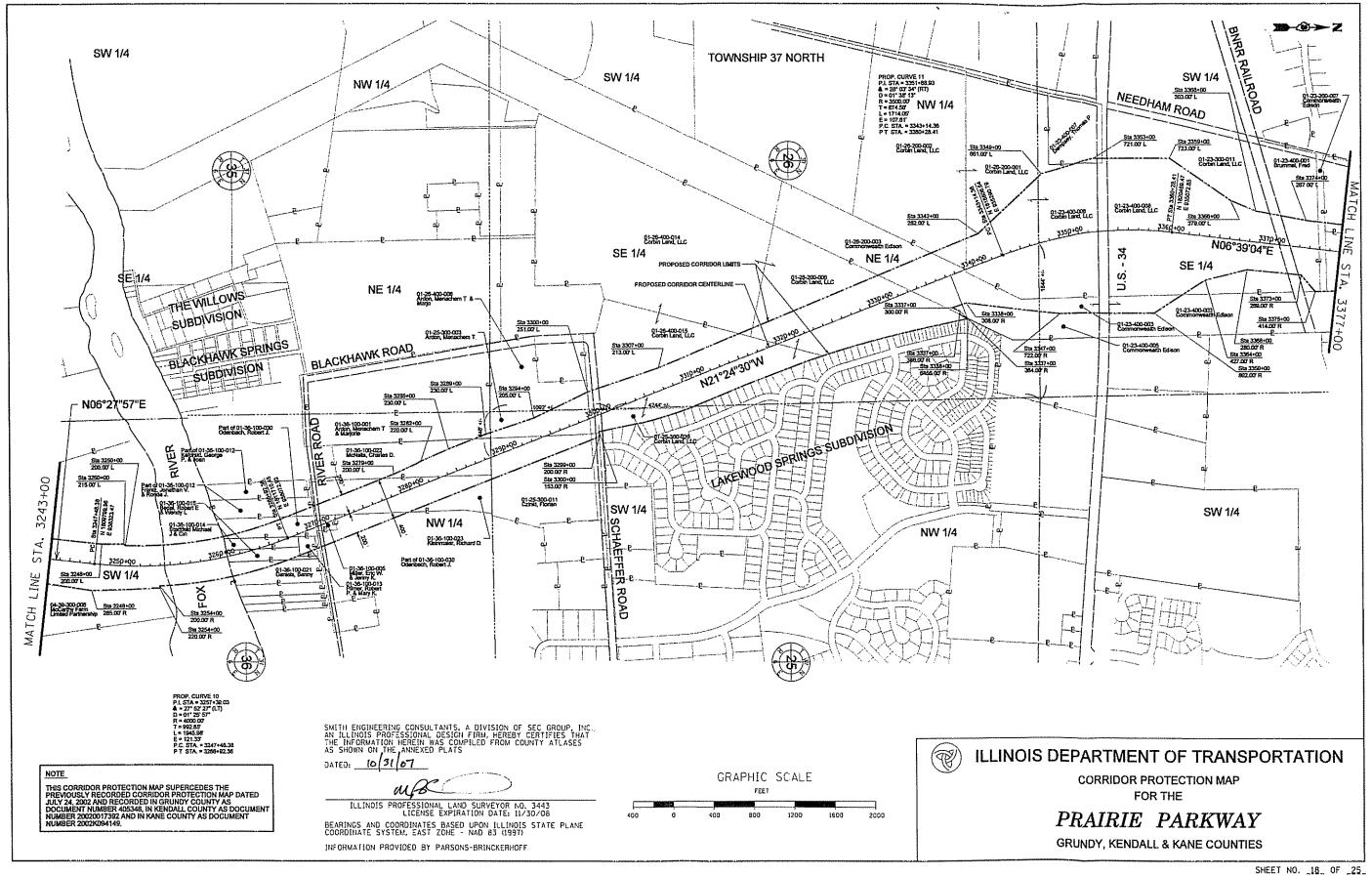


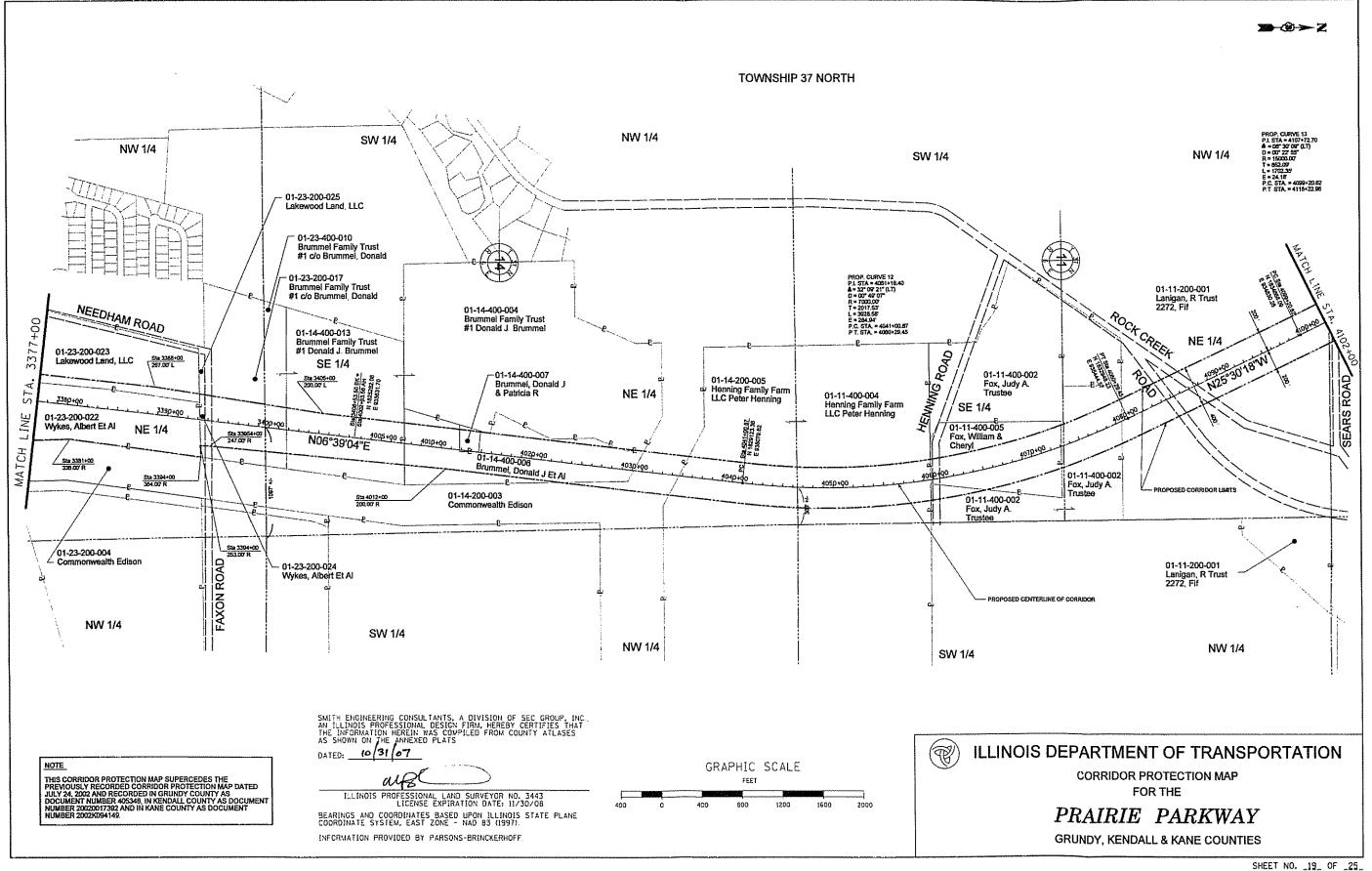


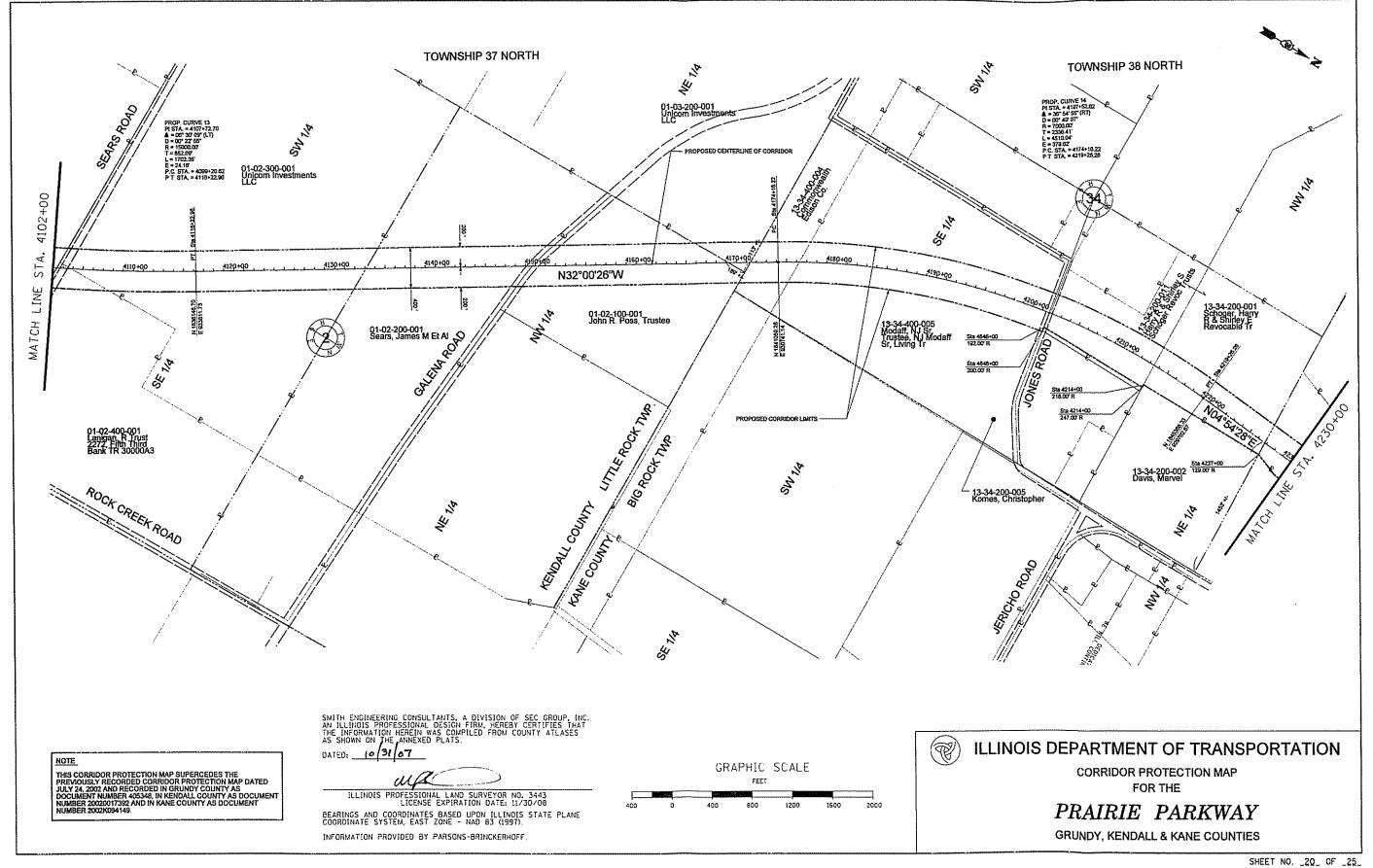


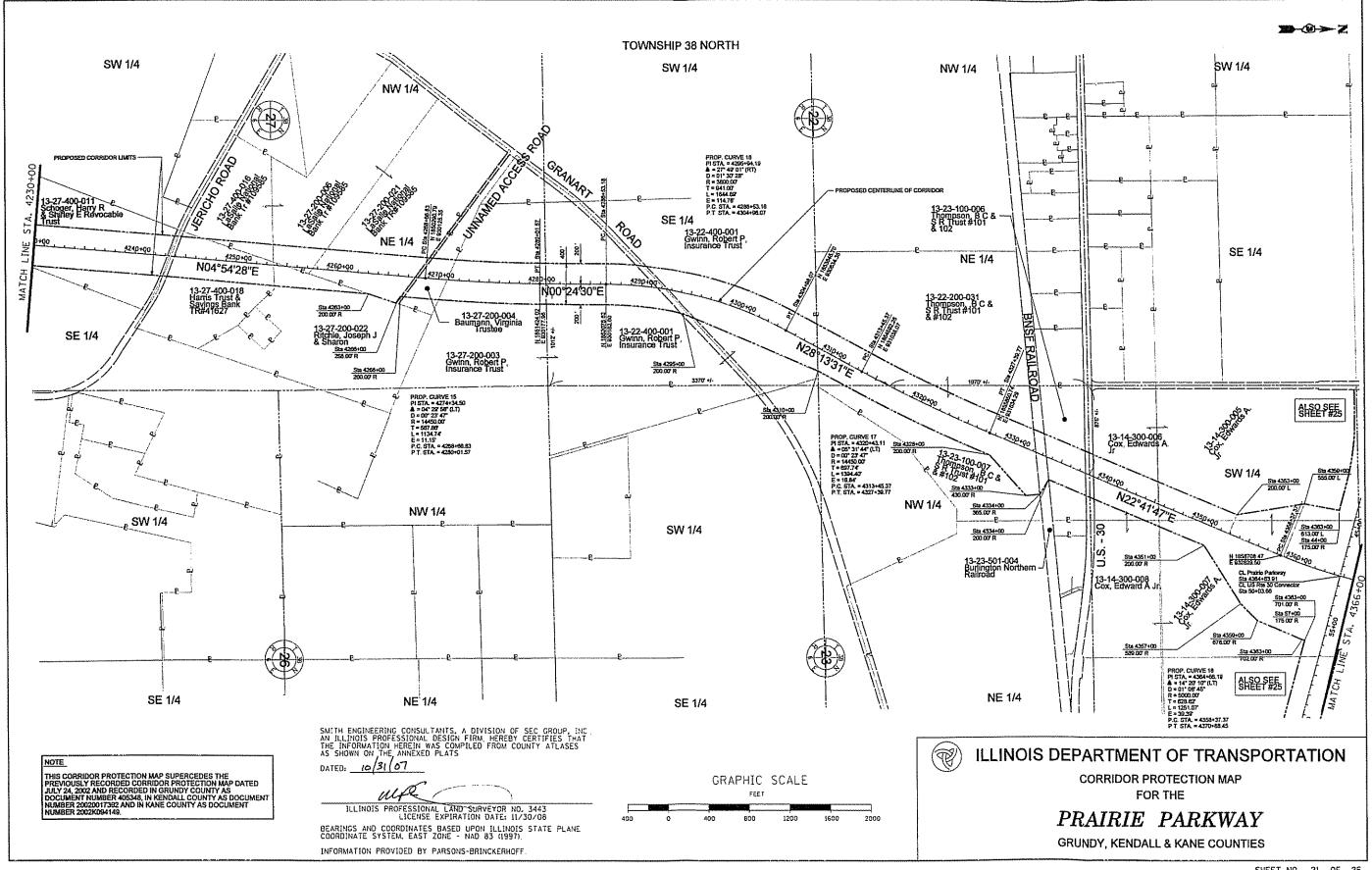


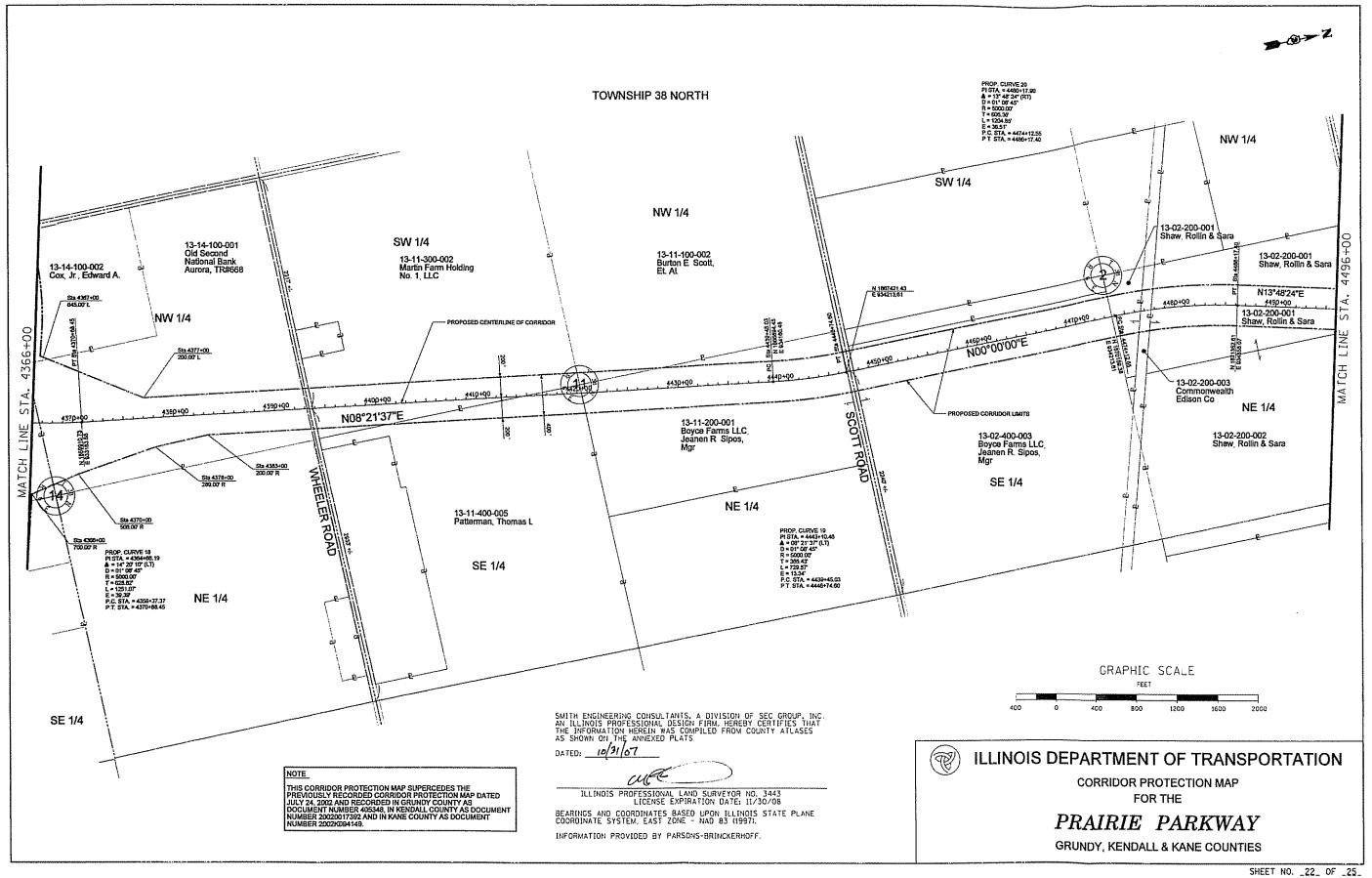


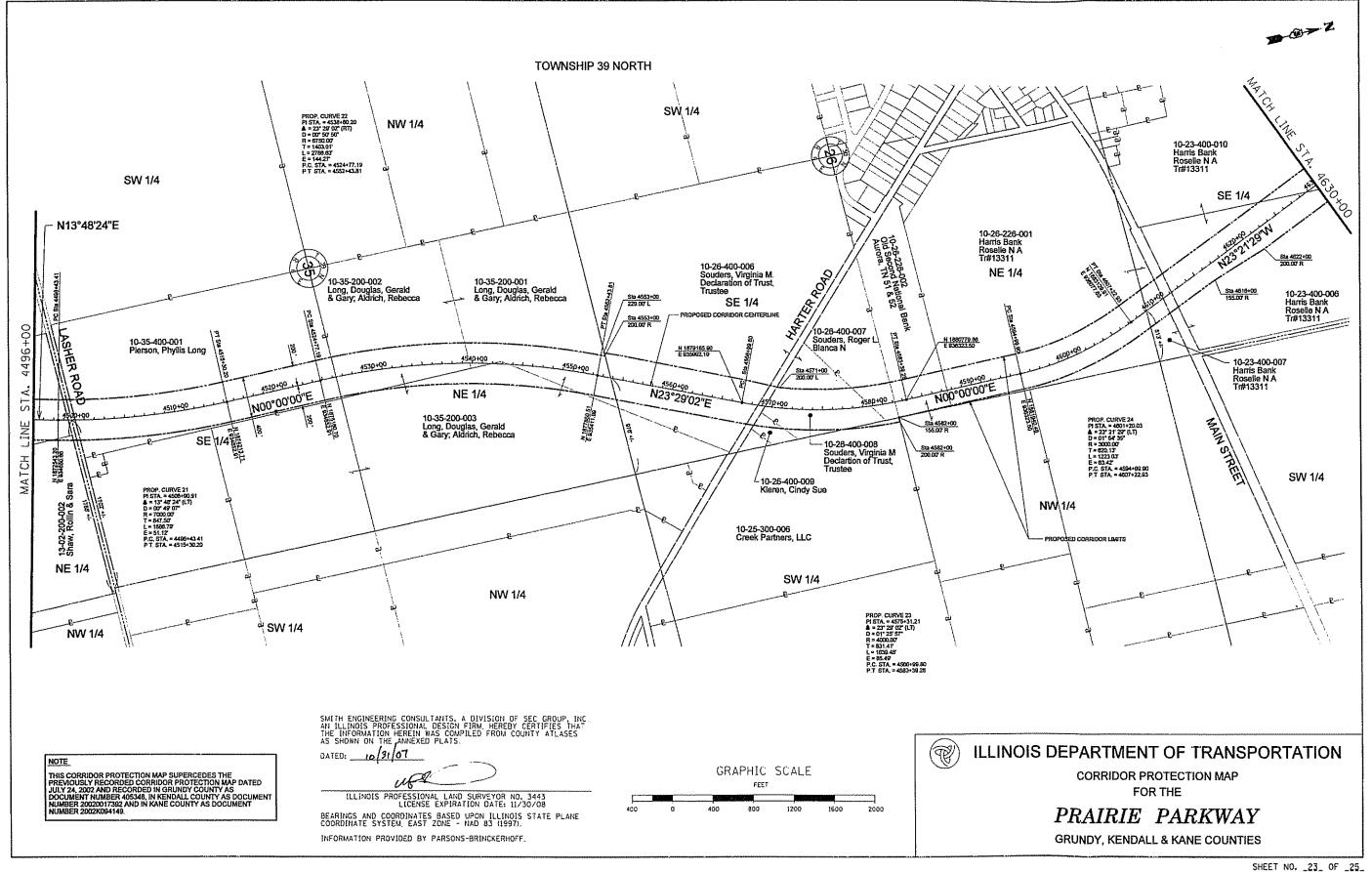


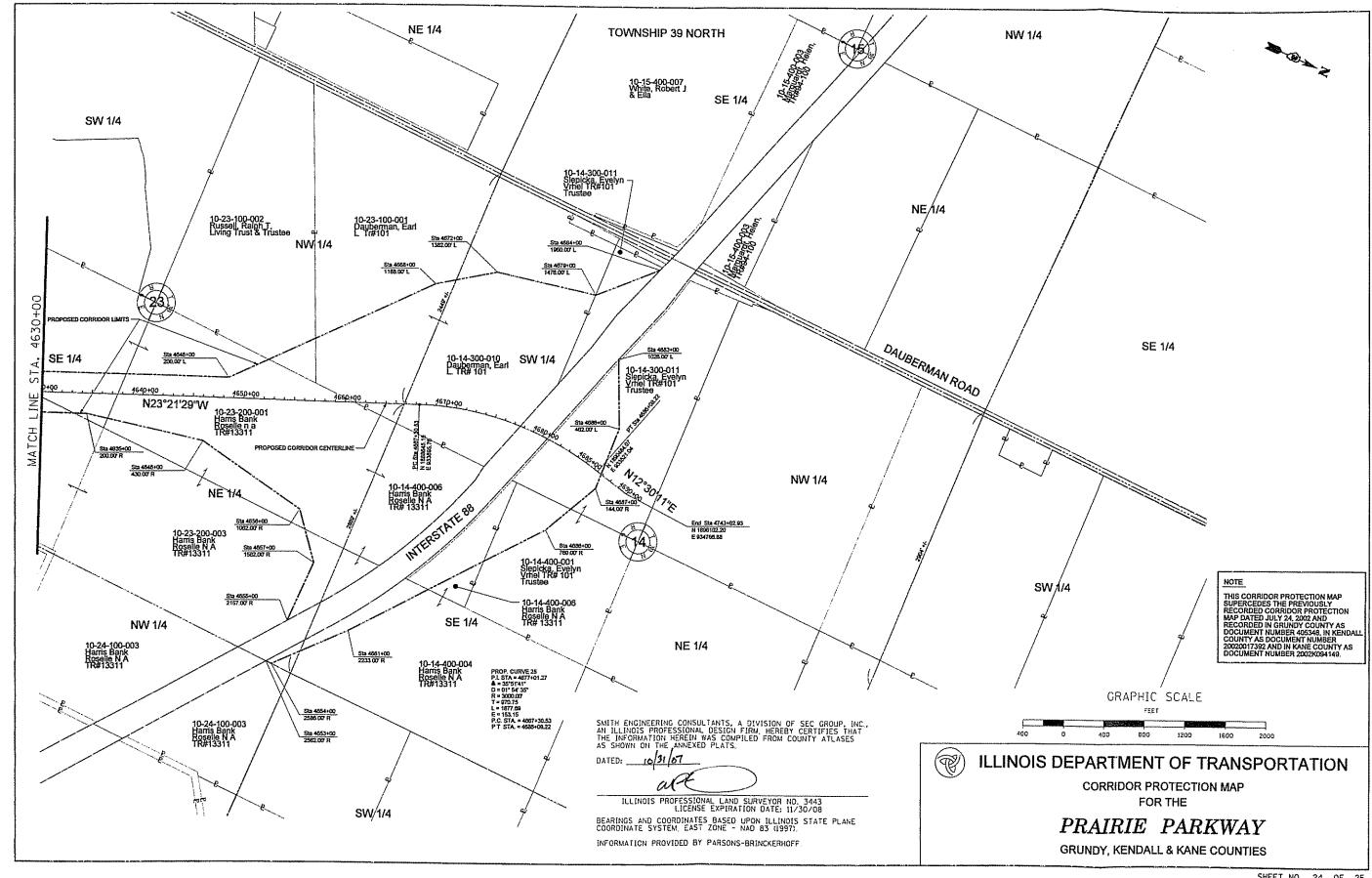


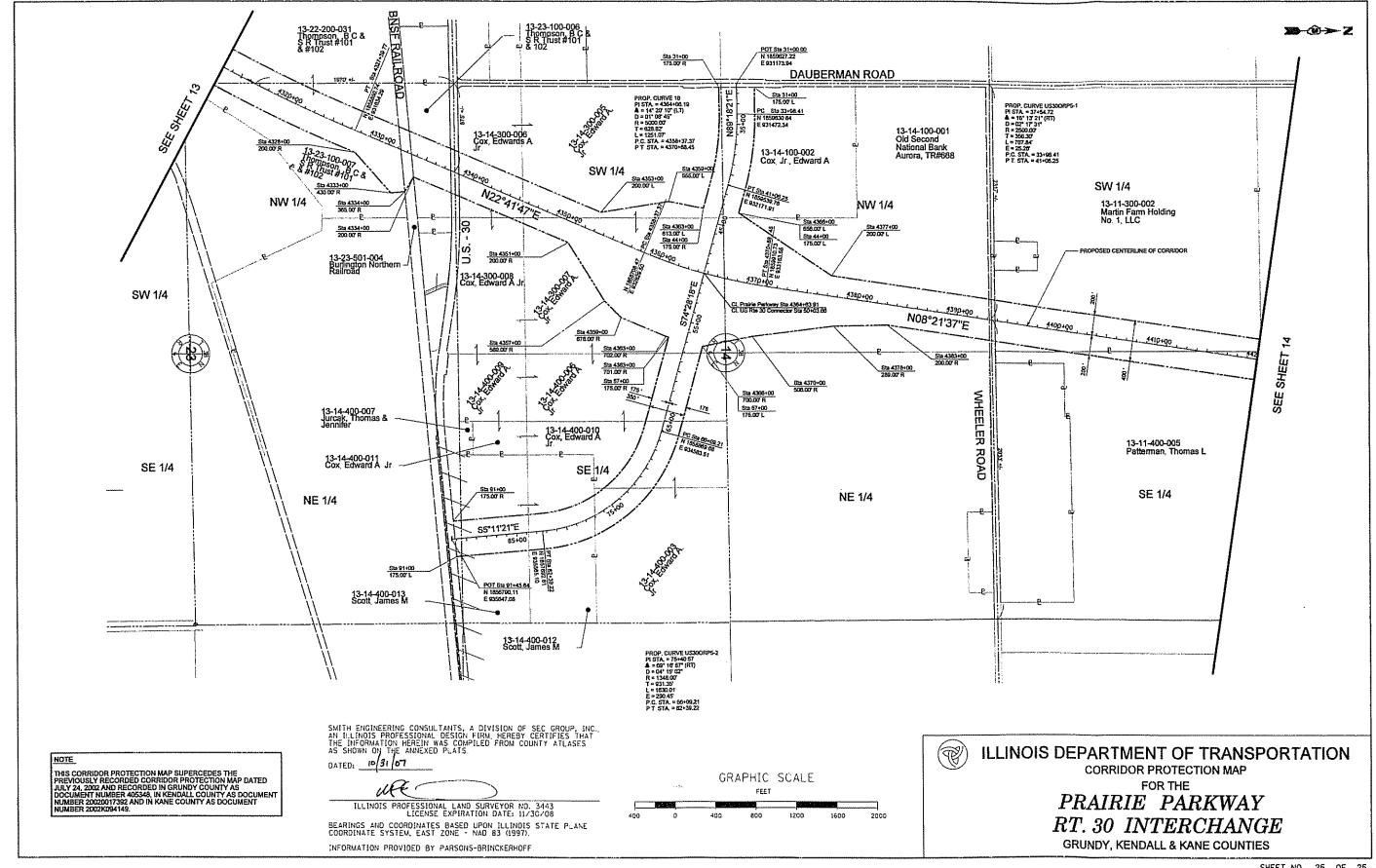












Appendix A

2002 Record of Hearing



Record of Hearing

For The
Prairie Parkway
Corridor Protection

Record of Hearing For The Prairie Parkway Corridor Protection

Table of Contents

I. BACKGROUND		2
Need for Study		
Corridor Protection		
II. DECISION		3
III. STUDY PROCESS		
Broad Corridor Identification		
Broad Corridor Evaluation		
Broad Corridor Refinement		
Refinement Process		
Preparation of Corridor Protection Map	7	
Public Input	7	
Public Hearing		
Corridor Modifications		
Eastern Corridor Re-Evaluation		
Kane County Board Corridor		
Central Corridor Modifications	8	
IV. SUMMARY AND APPROVAL		9
Summary	9	
Central Corridor Modification Analysis	9	
Approval		
EXHIBITS		
BROAD CORRIDOR MAP	<i>I</i>	4
CORRIDORS RE-EVALUATED AFTER PUBLIC HEARING]	В
LOCATION OF ORIGINAL VERSUS FINAL CENTRAL CORRIDOR	(С
APPROVED CORRIDOR PROTECTION MAP	I	D

Record of Hearing

For The
Prairie Parkway
Corridor Protection
Grundy, Kendall and Kane Counties

I. BACKGROUND

Need for Study

The Illinois Department of Transportation (IDOT) initiated a corridor feasibility study with Edwards and Kelcey, Inc., a transportation consulting firm, on March 19, 1999, as a proactive and responsible approach to address the growing demand for a north-south transportation corridor between Interstate 80 (I-80) and Interstate 88 (I-88). Commercial and residential development continues to occur rapidly south of I-88, particularly in the vicinity of Yorkville, Oswego, Montgomery and Aurora. It was recognized that if a corridor through the area was not protected soon, the ability to reasonably create a corridor - without considerable social or environmental impacts - would be lost. In time, continuing development in the area would also increase demand on the existing transportation resources.

The corridor feasibility study originated within the context of regional growth and future travel patterns. The purpose of the study was to identify and protect a corridor from I-80 to I-88 that would functionally address long-range travel needs within the Northeastern Illinois region, specifically in Grundy, Kendall and Kane counties and least disrupt existing socially and environmentally sensitive features.

Corridor Protection

The selected corridor will be protected from further development using the Corridor Protection process. Corridor Protection is a legal process that was added to the Illinois Highway Code (605 ILCS 5/4-510) in 1967. Corridor Protection was designed to "establish...the approximate locations and widths of rights of way for future additions to the State highway system to inform the public and prevent costly and conflicting development of the land involved." Corridor protection does not replace the in-depth analysis that is conducted in a Phase I engineering study.

The benefits of Corridor Protection include:

- <u>Transportation agency involvement</u>. Agencies can plan for the future knowing that right-of-way will be available by preventing costly and conflicting development.
- <u>Traveling-public involvement</u>. The traveling public is provided the opportunity to have transportation facilities available when they are needed.
- <u>Cost efficiency</u>. Future public facilities can be delivered more cost effectively.

- <u>Local government involvement</u>. Local bodies can develop land use plans with the knowledge of future transportation corridors.
- <u>Property owner involvement</u>. Property owners have knowledge that allows them to make informed decisions about affected property.
- <u>Commercial and industrial planning</u>. Businesses and industries can plan for future infrastructure that will service their needs.
- Environmental protection. Impacts to the environment will be minimized along the selected corridor. Without this protection, development may occur that could cause the corridor to be sited in a more environmentally sensitive area or needlessly involve additional developed areas.

II. DECISION

The Department has determined that Corridor Protection is a necessary component of responsible transportation planning for this region and is in the best interest of the people of Illinois. The corridor identified for recording is generally described below and is definitively depicted on the Corridor Protection Map approved on July 24, 2002 and attached as Exhibit D.

The corridor:

- Connects to I-80 west of Minooka in Grundy County, north of Minooka Road.
- From I-80, it extends in a northwesterly direction and enters Kendall County near the intersection of Sherrill Road and O'Brien Road;
- At Grove Road, the corridor turns due west following the ½ section line to the north of Sherrill Road;
- West of Ashley Road, turns north and follows ½ section line ½ mile west of Ashley Road;
- One-half mile south of US 52, turns in a northwesterly direction and crosses US 52 east of the intersection of US 52 and IL 47 and IL 47 north of the intersection of US 52 and IL 47;
- West of IL 47, the corridor turns west and follows ½ section line ½ mile north of US 52 and Bushnell School Road;
- Three-quarters mile west of Lisbon Road, turns north to follow the Commonwealth Edison (ComEd) electrical transmission corridor north to approximately ½ mile south of IL 71;
- The corridor then moves and crosses IL 71 approximately ½ mile west of High Point Road;
- The corridor continues north, paralleling High Point Road approximately 1/4 mile to the west;
- Crosses the Fox River approximately 1/8 mile east of Blackhawk Road;
- Crosses Schaeffer Road approximately 1/8 mile east of Blackhawk Road and continues north-northwest to cross US 34 approximately ½ mile east of Needham Road and continues west of the ComEd electrical transmission corridor from US 34 to north of the Menards Distribution Center;
- Northwest of Menards, the corridor turns north-northwest to cross east of the intersection of Rock Creek Road and Henning Road;
- Enters Kane County approximately 1/3 mile west of Clark Road;

- Crosses Jones Road south of the intersection of Jones Road and Jericho Road and crosses Jericho Road approximately 5/8 mile north of the intersection of Jericho Road and Jones Road;
- Veers northeast and crosses the proposed extension of Dauberman Road between Granart Road and US 30;
- Crosses US 30 approximately 1/8 mile east of Dauberman Road then parallels Dauberman Road approximately ½ mile to the east;
- Crosses Wheeler Road approximately ¼ mile east of Dauberman Road;
- Crosses Scott Road approximately ½ mile east of Dauberman Road;
- Crosses Lasher Road approximately 2/3 mile east of Dauberman road;
- The corridor crosses Harter Road approximately 2/3 mile northwest of the intersection of Harter Road and Seavey Road;
- Follows the north-south section line north to the intersection of Bateman Road and Main Street east of Kaneville;
- Connects to I-88, approximately 5/8 mile northwest of the Main Street overpass.

The land reserved for Corridor Protection is generally 400 feet wide. The 400-foot width was selected because it represents an appropriate width to accommodate various roadway types from arterials to freeways. In addition, the width is generally sufficient to accommodate construction in rolling terrain where some sections may require excavation or building up earth embankment. At locations where the corridor intersects US and state routes, the corridor is wider to accommodate potential necessary future interchanges.

III. STUDY PROCESS

Broad Corridor Identification

The study began with the collection of social and environmental data. Information was requested from local agencies and entities regarding incorporated urbanized areas, unincorporated developed areas, planned growth areas, planned open space areas, planned industrial areas, transportation services and utilities. Additionally, information was collected from existing databases on natural resources, historical resources, archaeological resources, CERCLIS sites and landfills, wetlands, water resources, Threatened and Endangered (T&E) species, Illinois Natural Area Inventory (INAI) sites, parks, forest preserves, nature preserves and flood plains. This information was updated throughout the study.

Although both the Kane County 2020 Transportation Plan and the Chicago Area Transportation Study (CATS) 2020 Regional Transportation Plan identified a north-south transportation corridor in the area, one was not identified in the Kendall County Transportation Plan. While Kane County's plan identified the corridor as being located east of IL 47, the CATS' plan did not specify a location.

The information received was mapped into a single database and used as a base for analyzing potential broad corridors. From the analysis, three broad corridors were identified that provided functional linkages from I-80 to I-88 while avoiding

properties identified as parks, forest preserves and nature preserves. (Exhibit A details the three broad corridor configurations.)

Early in the study process, it was recognized that the Fox River area represented the most significant constraint in identifying feasible corridors. The established communities along the river – primarily Oswego, Yorkville and Plano – effectively prevented crossings in the boundaries of those communities. In addition, parks and other environmentally sensitive features located along the river outside the communities presented serious constraints for potential crossing locations. Thus, the number of available crossings of the river was restricted to four openings from Oswego to Millington. As a result, three Broad Corridors were developed utilizing the four river crossings.

The following are descriptions of the three Broad Corridors:

- The Western Corridor -- Connects to I-80 at Morris, then runs north to south of Lisbon Center. It then runs northwest to east of the Kendall/LaSalle County line, passing south of Helmar and crossing the Fox River between Millington and Millbrook. The corridor splits at the Fox River to avoid a T&E species creating two potential river crossings. From there, it proceeds north along the Kendall/LaSalle County line to north of Sandwich. The corridor then runs northeast to the Big Rock Creek basin, passing south and east of Little Rock. It continues North to I-88, passing east of Big Rock and Kaneville.
- The Central Corridor -- Connects to I-80, 2 miles west of Minooka. It then runs northwest to west of Helmar, passing south of Lisbon Center. From there, the corridor continues north to I-88, passing east of Silver Springs State Park, crossing the Fox River and then passing east of Plano, Big Rock and Kaneville.
- The Eastern Corridor -- Connects to I-80 from 2 miles west of Minooka, then runs northwest to 4 miles south of Plattville. It proceeds north to US 34, passing east of Plattville and west of the Waish-kee-shaw Reservation and Orchard Road. The corridor runs northwest to US 30, intersecting at a point 2 miles east of IL 47. It continues north to I-88, intersecting with IL 56 and Galena Road interchange then following the IL 56 alignment to I-88.

Broad Corridor Evaluation

• The Broad Western Corridor. This is the longest of the three broad corridors and would impact the highest total acreage. However, this corridor would have minimal impacts to existing houses and businesses. Existing adjacent land use is primarily agricultural except at US 34 in Sandwich, where commercial businesses line the road. Planned growth areas exist adjacent to US 34 and US 30. A refined corridor within this broad corridor would impact 0 to 6 residences and 1 to 2 businesses. The Western Corridor is inconsistent with the Kane County Land Resource Management Plan and it passes through the planned growth areas of Sandwich and Big Rock. This corridor's geometry presents non-direct vehicular travel because of the western and then eastern path around the Plano area. The northern intersection point with I-88 allows for future north

expansion into undeveloped areas and minimal impacts to I-88. Due to its indirect path, this corridor does not provide the best opportunity to function as a beltway for the Chicago metropolitan area.

- The Broad Central Corridor -- The length and construction costs associated with this corridor fall in the middle range of the three broad corridors. Existing land use is primarily agricultural except for residences along the Fox River. The corridor goes through or is adjacent to planned growth areas from IL 71 to north of Plano and at US 30. A refined corridor would impact 0 to 6 residences. The corridor is inconsistent with the Kane County Land Resource Management Plan and passes through the planned growth areas of Yorkville, Plano and Big Rock. The south intersection point with I-80 provides for a good north-east travel flow and would provide for further southern travel through the use of I-55, located 7 miles east. The northern intersection point with I-88 allows for future north expansion into undeveloped areas and minimal impacts to I-88. This corridor provides good potential to function as a beltway for the Chicago metropolitan area.
- The Broad Eastern Corridor -- This is the shortest of the three broad corridors. Existing land use is agricultural from I-80 to IL 71 and north of US 30 to IL 56. It is residential and commercial from IL 71 to north of US 30 and residential from IL 56 to I-88. The corridor goes through or is adjacent to planned growth areas from IL 126 to I-88. Additionally, planned growth areas exist within five miles of the corridor from I-80 to IL 126. Land use is currently a mix of agricultural, residential and commercial. This corridor impacts the lowest total acreage. At the time of initial evaluation, it was determined that a refined corridor would impact 10 to 15 residences. The corridor is consistent with the Kane County Land Resource Management Plan; however, it passes through the planned growth areas of Yorkville, Oswego Montgomery and Sugar Grove. The south intersection point with I-80 provides for a good north-east travel flow and would provide for further southern travel through the use of I-55, located 7 miles east. The northern intersection point with I-88 does not allow for future north expansion due to the presence of North Aurora.

The Broad Central Corridor was selected as the preferred broad corridor because it was the least intrusive of the three while still offering the intended transportation benefit. More specifically, the Broad Central Corridor offered the following advantages:

- Good potential to function as a beltway for the Chicago metropolitan area;
- Good connectivity to I-80 and I-88;
- Minimizes impacts to homes and businesses; and
- Located close to developing area but not currently in them.

Broad Corridor Refinement

Refinement Process

Once the Broad Central Corridor was identified as the preferred broad corridor, it was further studied to define a narrower band for Corridor Protection. Plat maps and aerial photographs were utilized to adjust the corridor and minimize impacts. Information initially obtained in 1998 was supplemented with data gathered via a helicopter flight and aerial video in the summer of 2001 and numerous field reviews. The goals of this process were:

- Narrow the required width to a 400-foot-wide corridor
- Minimize environmental impacts
- Minimize impacts to developed areas and homes
- Minimize the number of properties involved
- Minimize severance of agricultural properties

Preparation of Corridor Protection Map

Based on the evaluations described, a Corridor Protection Map was developed which showed a 400-foot wide refined Central Corridor, the corridor's geometry and parcel boundaries, property identification numbers and property owners' names. This corridor protection map was presented for public comment.

Public Input

Public Hearing

Following procedures established under the Illinois Highway Code for Corridor Protection (605 ILCS 5/4-510), a public hearing was held on December 11, 2001. The three broad corridors and the Corridor Protection Map for the refined Central Corridor were presented and the Corridor Protection process was explained. A summary detailing the public hearing, public hearing materials and public comments is described in the Prairie Parkway Corridor Protection Public Hearing Summary.

Corridor Modifications

Comments received through the public involvement process expressed an interest in modifying the Central Corridor and re-evaluating the Eastern Corridor's viability. In addition, the Kane County board submitted an alternate corridor for consideration that was a hybrid of the Central and Eastern Corridors. (Exhibit B shows the re-evaluated corridors) Many comments recommended that the corridor minimizes farm severances and follows both property/section lines and existing barriers, such as utility corridors. The following is a detailed account of the corridor evaluation and modification processes undertaken for the three corridors.

Eastern Corridor Re-Evaluation

In response to the issues raised during the public comment period, adjustments were made to the Eastern Corridor to minimize farm severances, follow existing property lines and ComEd's utility corridor. Since the communities of Montgomery, Oswego and Sugar Grove had been aggressively earmarking land for residential

development, the re-examination identified additional residential impacts and recently approved subdivision plats. Due to the associated social impacts, this corridor was found to be less viable for Corridor Protection than the Central Corridor

Kane County Board Corridor

The Kane County Board submitted an alternative corridor – "the Kane County Compromise" - for consideration. This corridor follows the Central Corridor from I-80 to 1½ miles north of US 34. From this point the corridor turns east and follows the ComEd utility corridor to east of IL 47, then runs in a northeasterly direction to join IL 56 at Galena Road. From Galena Road it follows IL 56 to I-88. This corridor's geometry presents non-direct vehicular travel because of the western and then eastern path around the Yorkville area. It is consistent with the Kane County Land Resource Management Plan; however, Montgomery, Oswego and Sugar Grove have earmarked significant areas of eastern Kane County for residential subdivision development and this corridor bisects several of the proposed developments. Due to its indirect path providing less function as a Chicago metropolitan area beltway and impacts on planned development areas, this corridor was found to be less viable for Corridor Protection than the Central Corridor.

Central Corridor Modifications

The modified Central Corridor varies from the corridor presented at the public hearing in several areas. One of the strongest comments received from the public and thus the most apparent change is that the modified corridor reduces severances of agricultural properties. The corridor was adjusted to abut section lines and ComEd right-of-way for a greater portion of the corridor. In addition, segments of the corridor that originally ran diagonally across parcels were adjusted to a more north-south and east-west direction to minimize bisecting properties.

Specific changes in the corridor included:

- From I-80 north and west to US 52
 - The corridor was adjusted to avoid diagonal cuts across farmland and to follow section lines and ComEd corridor.
- US 52 to IL 71
 - The original separate interchanges at both US 52 and IL 47 were combined to reduce diagonal severances.
 - The corridor was adjusted to follow section lines and ComEd property lines.
- IL 71 to US 34, north and south of the Fox River
 - Adjusted corridor, at the request of property owner, to avoid forested area and take, rather than narrowly bypass, the owner's house.
- US 34 to US 30
 - Moved corridor west to avoid a constrained area along ComEd property.
 - Moved corridor east at US 30 to avoid the Dauberman Road intersection.
- US 30 to I-88
 - From Harter Road southeast of Kaneville to I-88, the corridor was moved eastward to minimize impacts to a large sod farming operation.

(Exhibit C shows compares the location of the original and final central corridor)

IV. SUMMARY AND APPROVAL

Summary

The following sets forth the basis for selecting the modified Central Corridor for Corridor Protection in Grundy, Kendall and Kane counties.

Central Corridor Modification Analysis

The decision to protect the modified Central Corridor alternative, versus other corridors, is based upon current regional conditions, local government plans, existing and proposed transportation facilities, natural resources, historical and archaeological resources, and utilities in the counties of Grundy, Kendall and Kane, as well as 2010 and 2020 plans for the region. Impacts on wetlands, water quality, threatened and endangered species, Illinois natural area inventory sites, parks, forest preserves and nature preserves have been evaluated and were avoided to the greatest extent possible to minimize any potential impacts. It is also based on information gathered from the public hearing on December 11, 2001, and other public informational meetings conducted on January 9, January 15, January 23, January 29, and January 31, 2002. The decision is also based on public and agency comments pertaining to Corridor Protection.

It should be noted that a key criterion of the selection of the initial corridor was to minimize impacts to established homesites and subdivisions. The modified corridor, while less intrusive on property severances, will affect more residences than the corridor presented at the public hearing. However, this alternative is still preferred since overwhelming public response from the farm community indicated that farmers were generally more concerned about severances of the farms than impacts to the individual farm houses.

The modified Central Corridor involves the property necessary for an approximately 35½ mile long roadway. The corridor provides for the connection to the major transportation routes of I-80 and I-88, as well as access to existing state and US highways.

Protection of the identified corridor at this time allows more efficient and less-intrusive implementation of a new highway from I-80 near Minooka (Grundy County) to I-88 near Kaneville (Kane County) at some time in the future.

As a part of this corridor protection approval, IDOT, in accordance with the language in 605 ILCS 5/4-510, will record the Corridor Protection Map with the Grundy, Kendall and Kane County Recorder's offices. Affected property owners will then be notified of the recording via registered US mail.

The corridor protection study is the initial stage in evaluating the need and location of a future highway to serve the region. The next step in the process would be a Phase I engineering study. This study would further evaluate the purpose, need and

Record of Hearing - Prairie Parkway - Corridor Protection

the scope of the project and further analyze the social and environmental impacts of a future roadway. A study for this type of project would take from five to ten years.

Approval

In consideration of the all of the above, the Illinois Department of Transportation has based its decision to record the approved Corridor Protection Map based on:

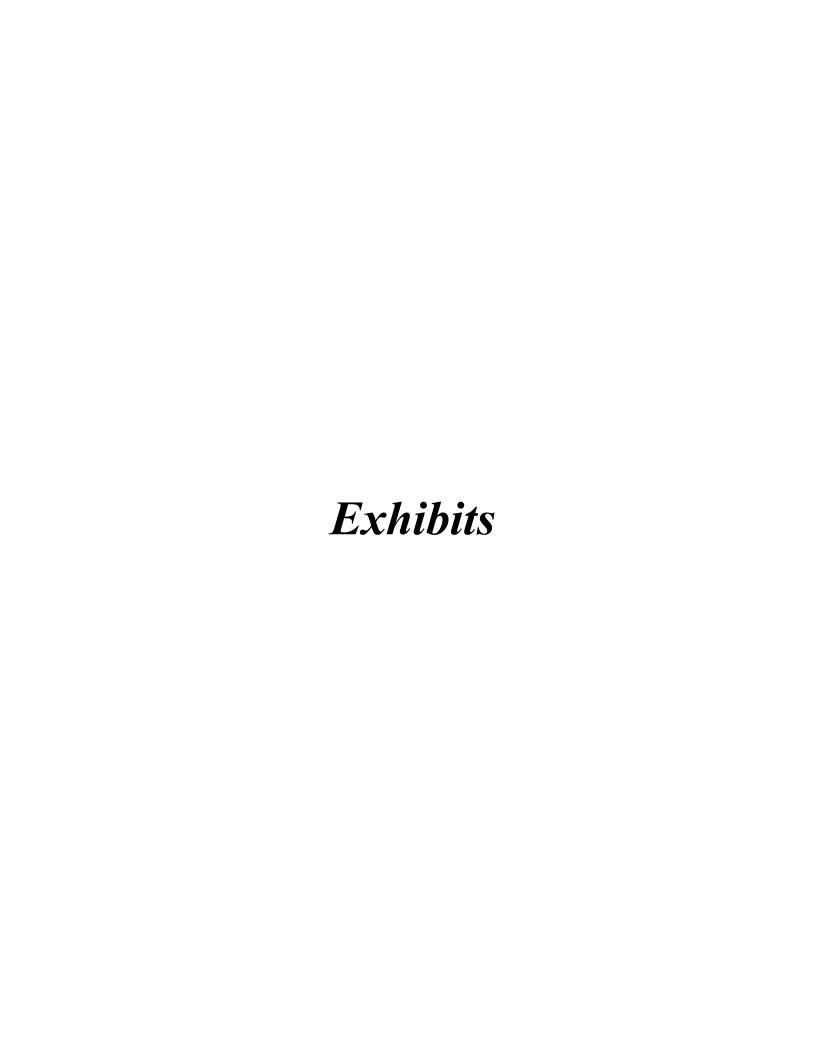
- The recognized need for a future addition to the state highway system to provide for north-south transportation between I-80 and I-88 in Grundy, Kendall and Kane Counties.
- · Analysis of the available corridor options, and
- Public comments received as a result of the December 11, 2001, public hearing and other public forums.

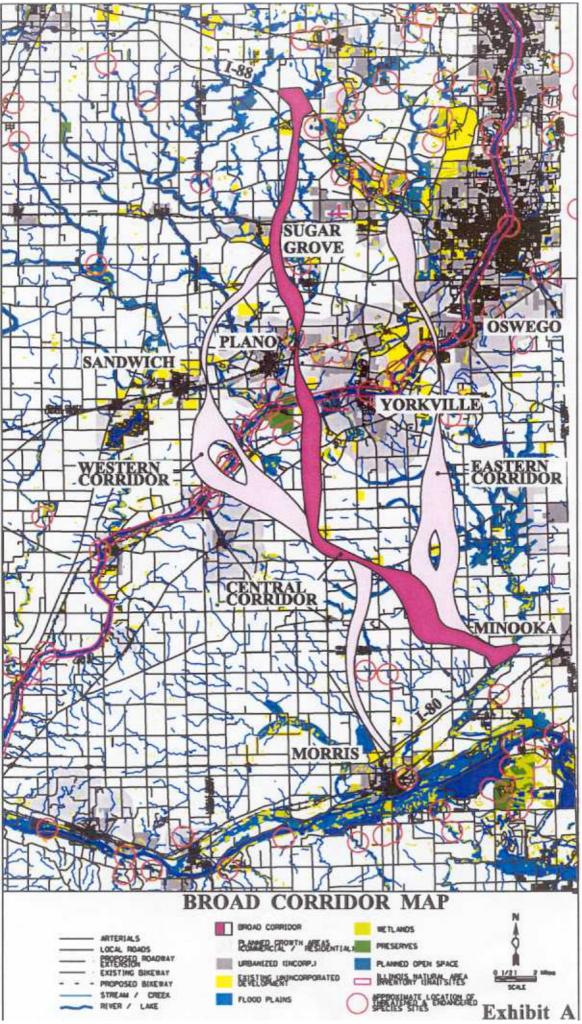
7/24/02 Date

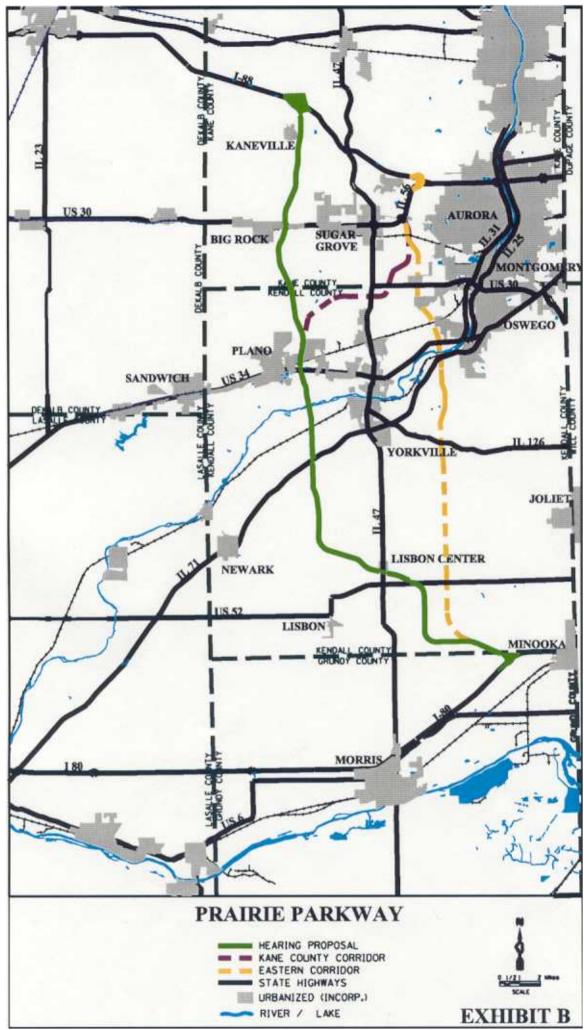
Kirk Brown

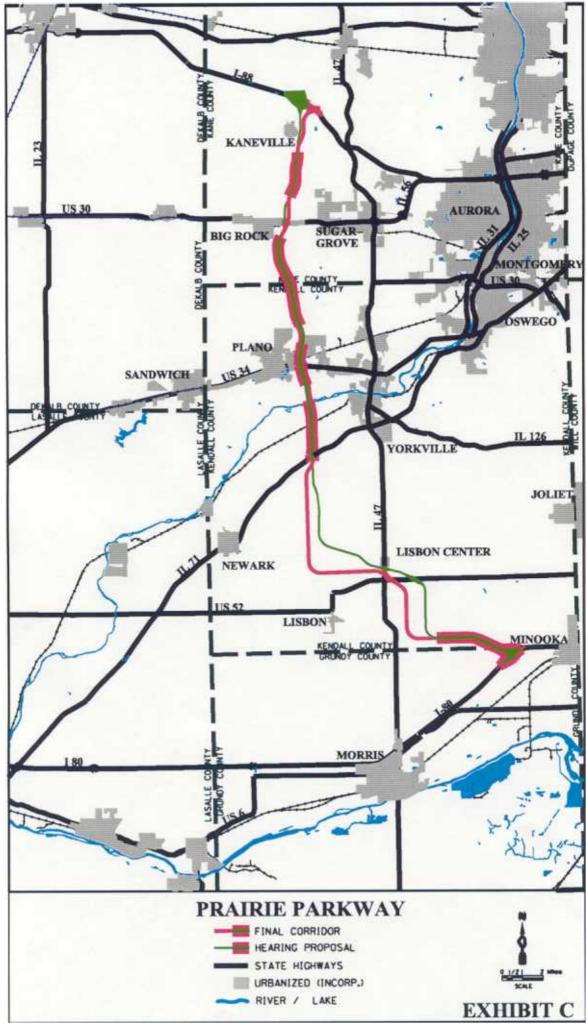
Secretary of Transportation

Page 10 of 10







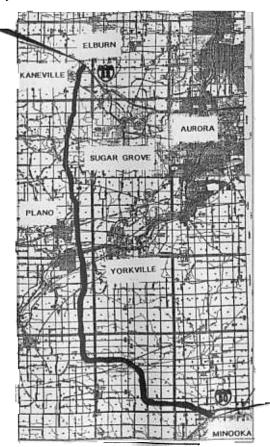


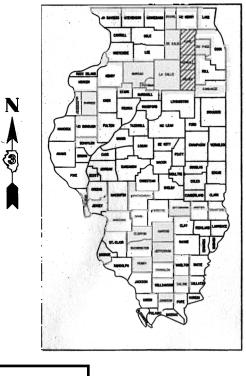
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

CORRIDOR PROTECTION MAP FOR THE PRAIRIE PARKWAY

GRUNDY, KENDALL & KANE COUNTIES

CORRIDOR PROTECTION ENDS STATION ±1902+59





FOR INFORMATION ONLY This corridor protection map is superseded by the 2007 Corridor Protection Map

CORRIDOR PROTECTION BEGINS STATION ±10+00

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

NOTICE OF APPROVAL

I HEREBY CERTIFY THAT THIS IS A CORRECT CORRIDOR PROTECTION MAP OF THE GENERAL LOCATION AND APPROXIMATE WIDTHS OF RIGHTS-OF-WAY NEEDED FOR THE FUTURE ADDITION TO THE ILLINOIS STATE HIGHWAY SYSTEM AND APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH SECTION 4-510 OF THE ILLINOIS HIGHWAY CODE.

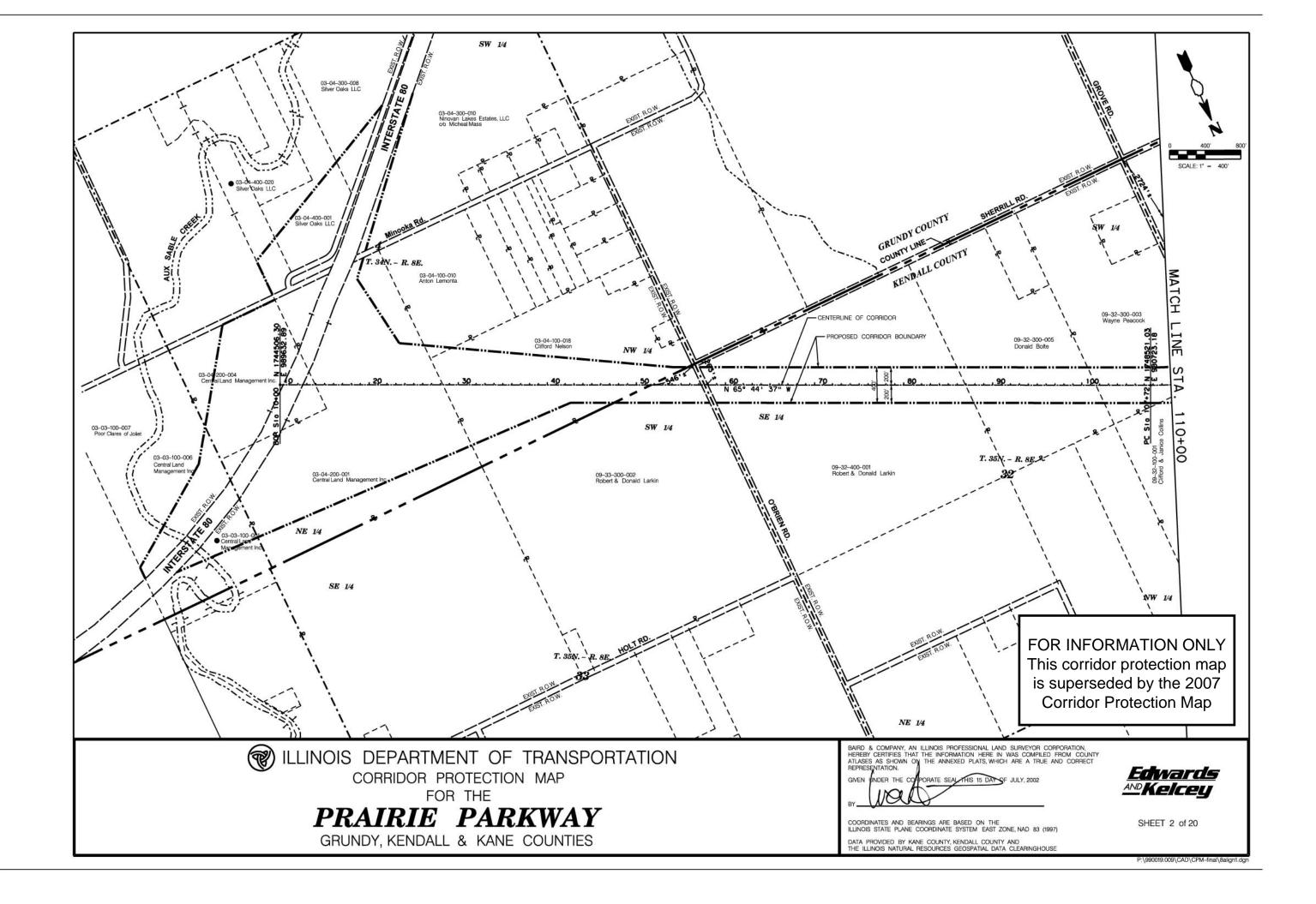
ILLINOIS DEPARTMENT OF TRANSPORTATION

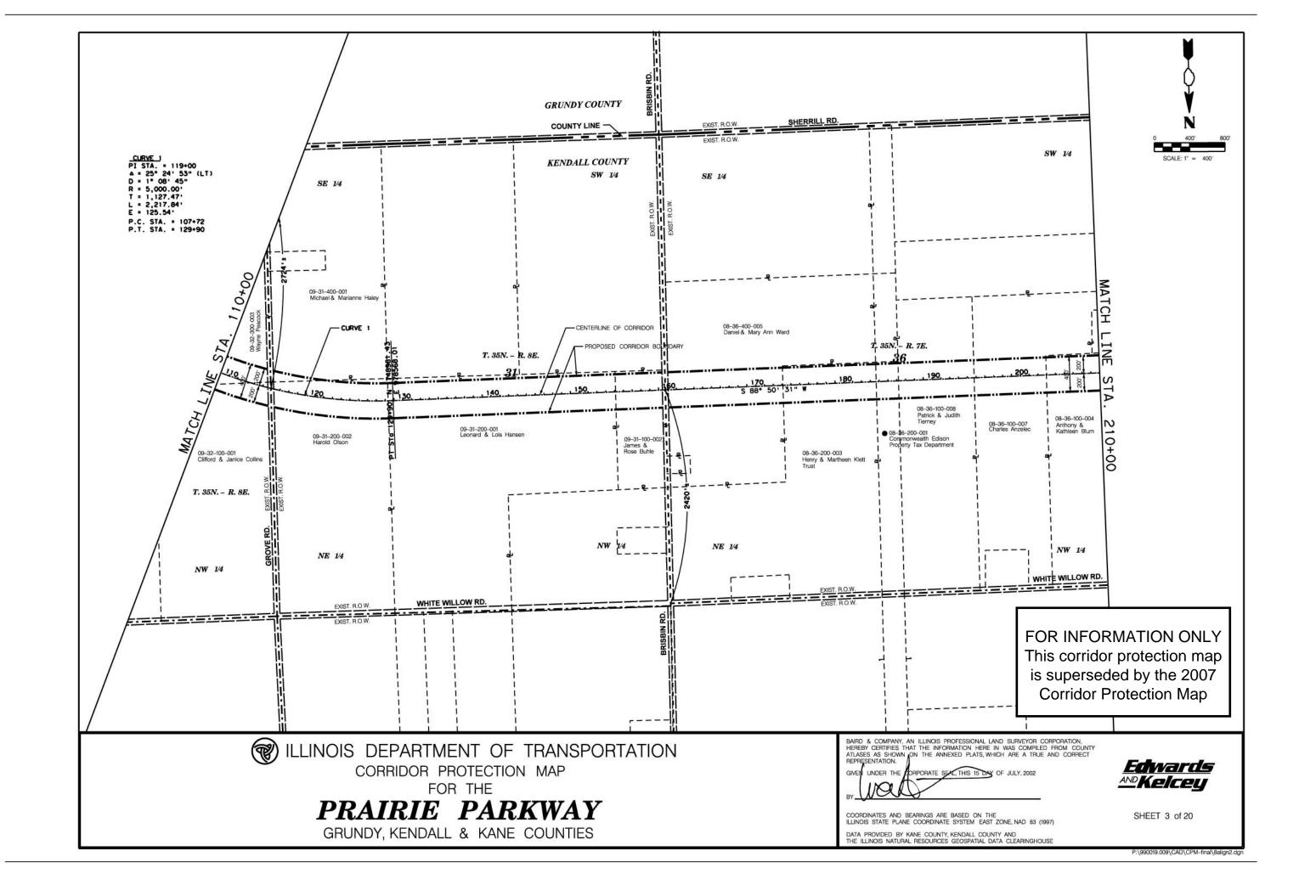
SECRETARY

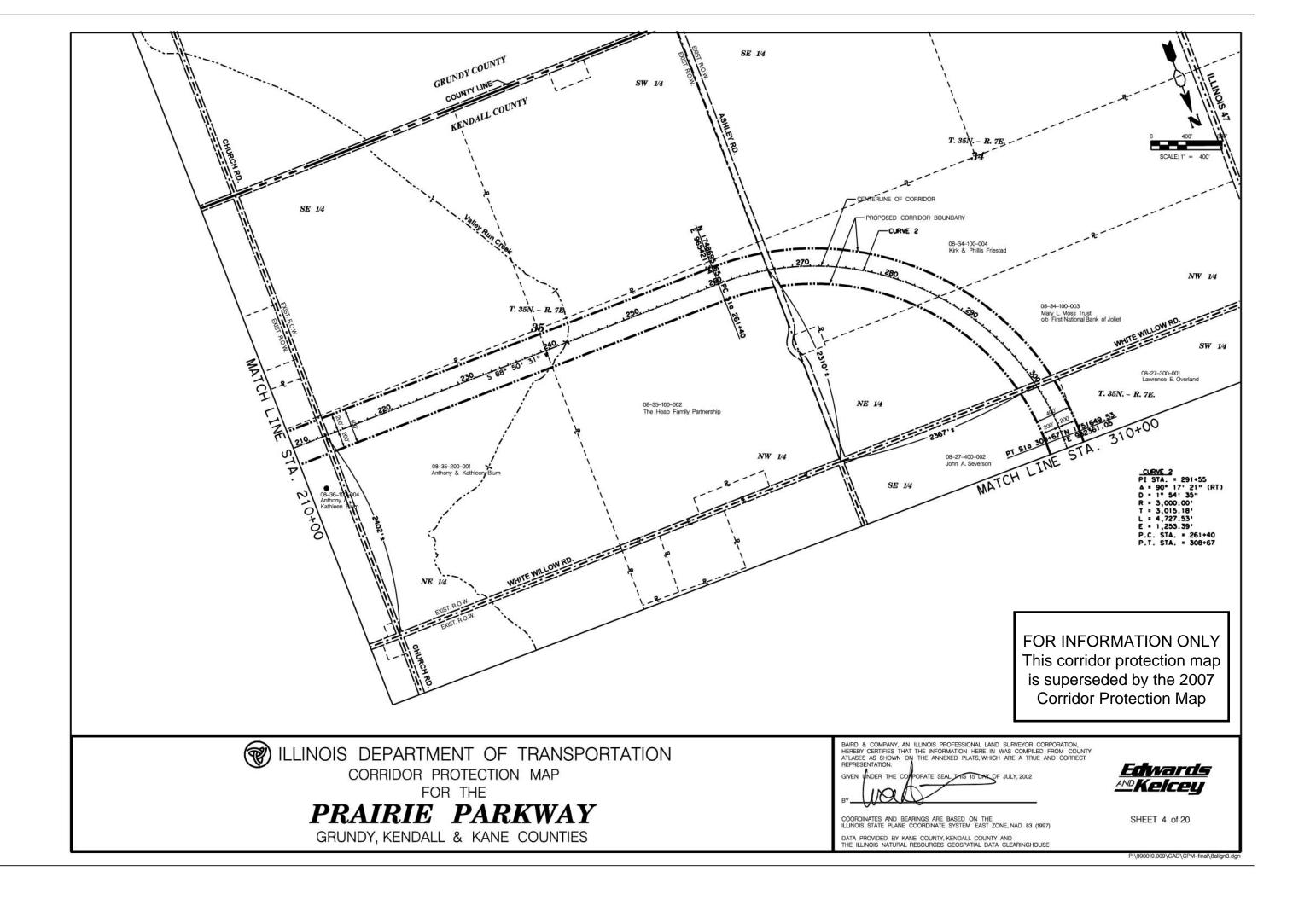
UNITED TO

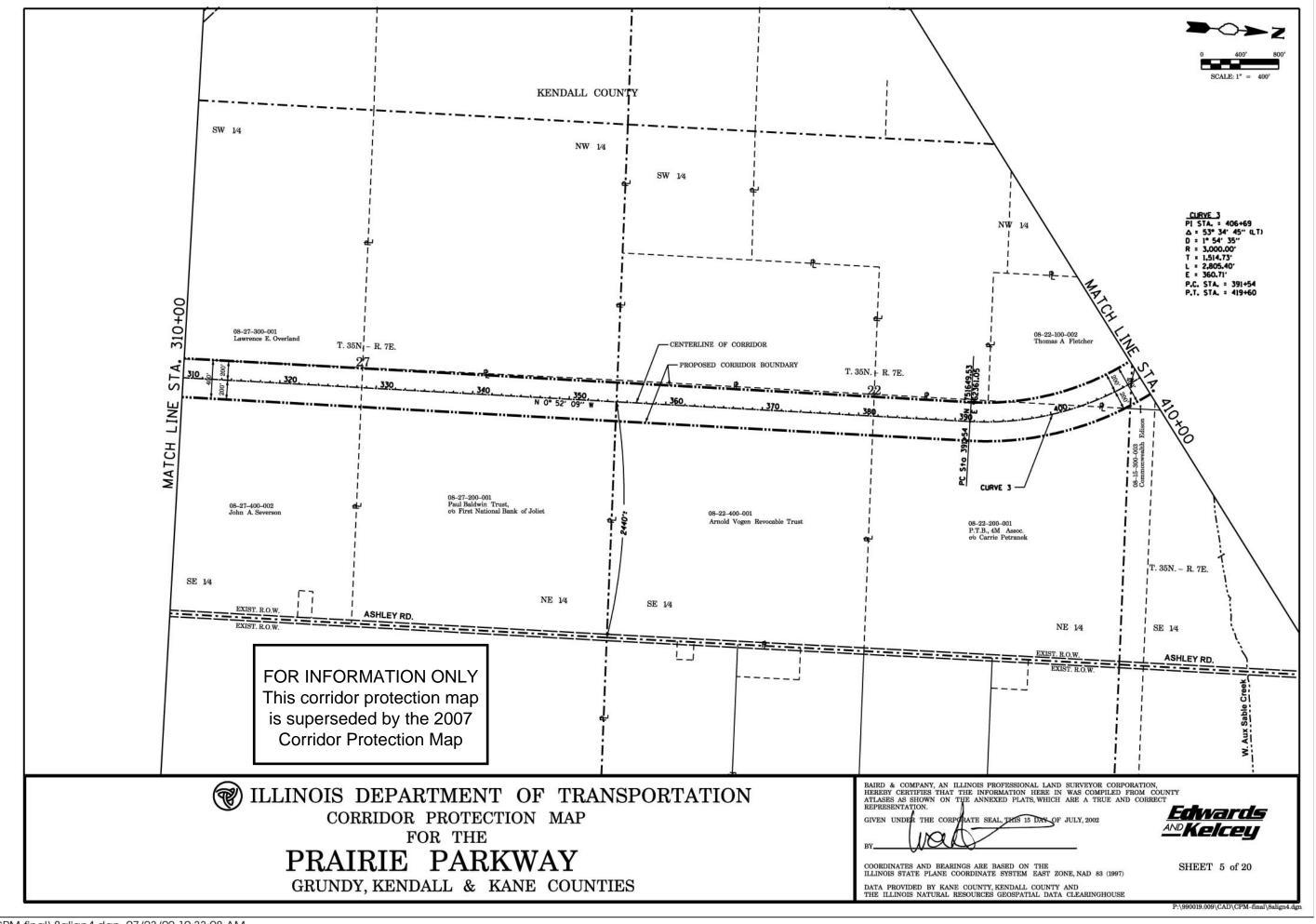
CONTACT PERSON FOR ADDITIONAL INFORMATION:

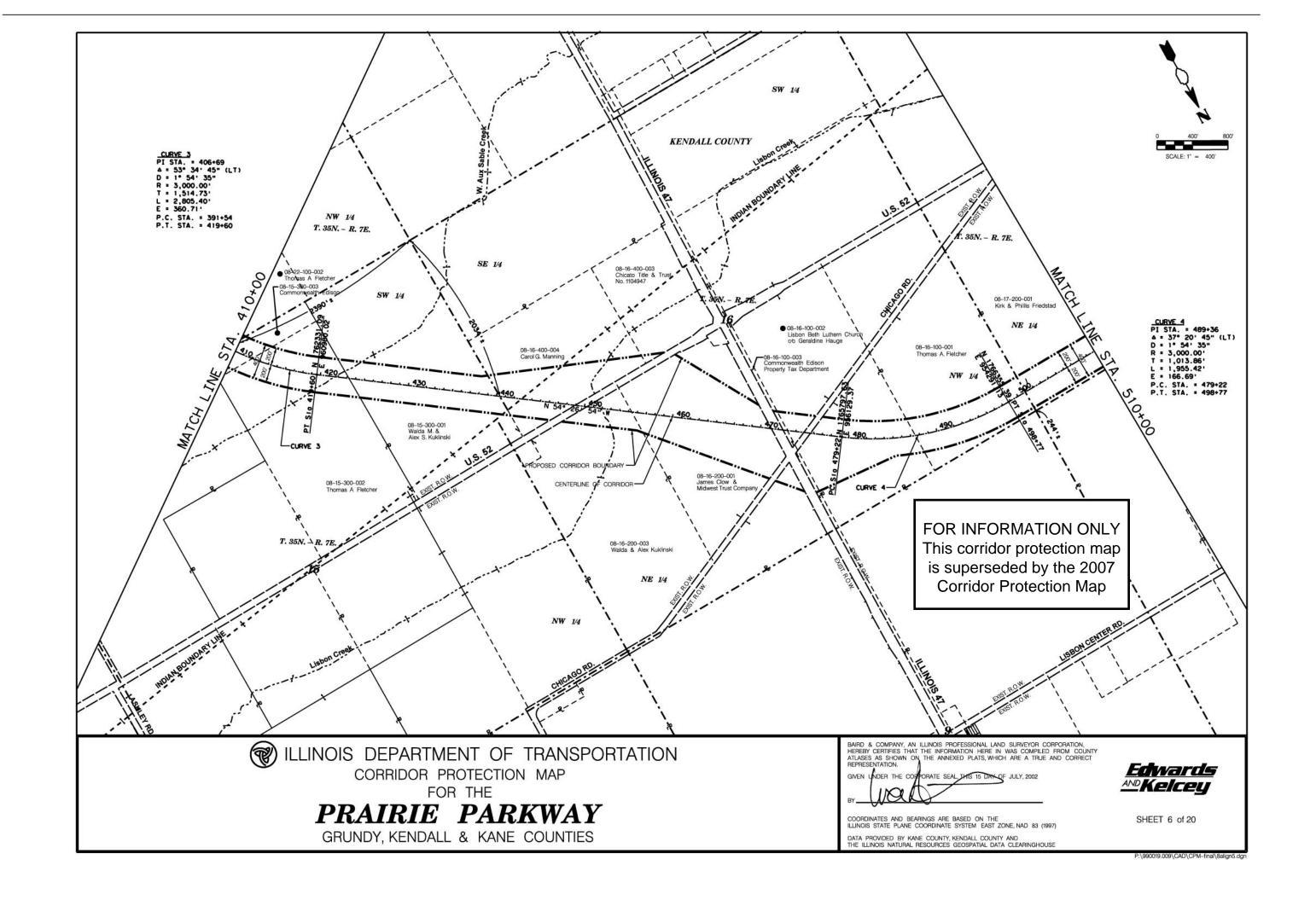
JAMES J. JEREB ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT '33 TS DEVE OTTAWA, IL. 61350 (615) 434-6131

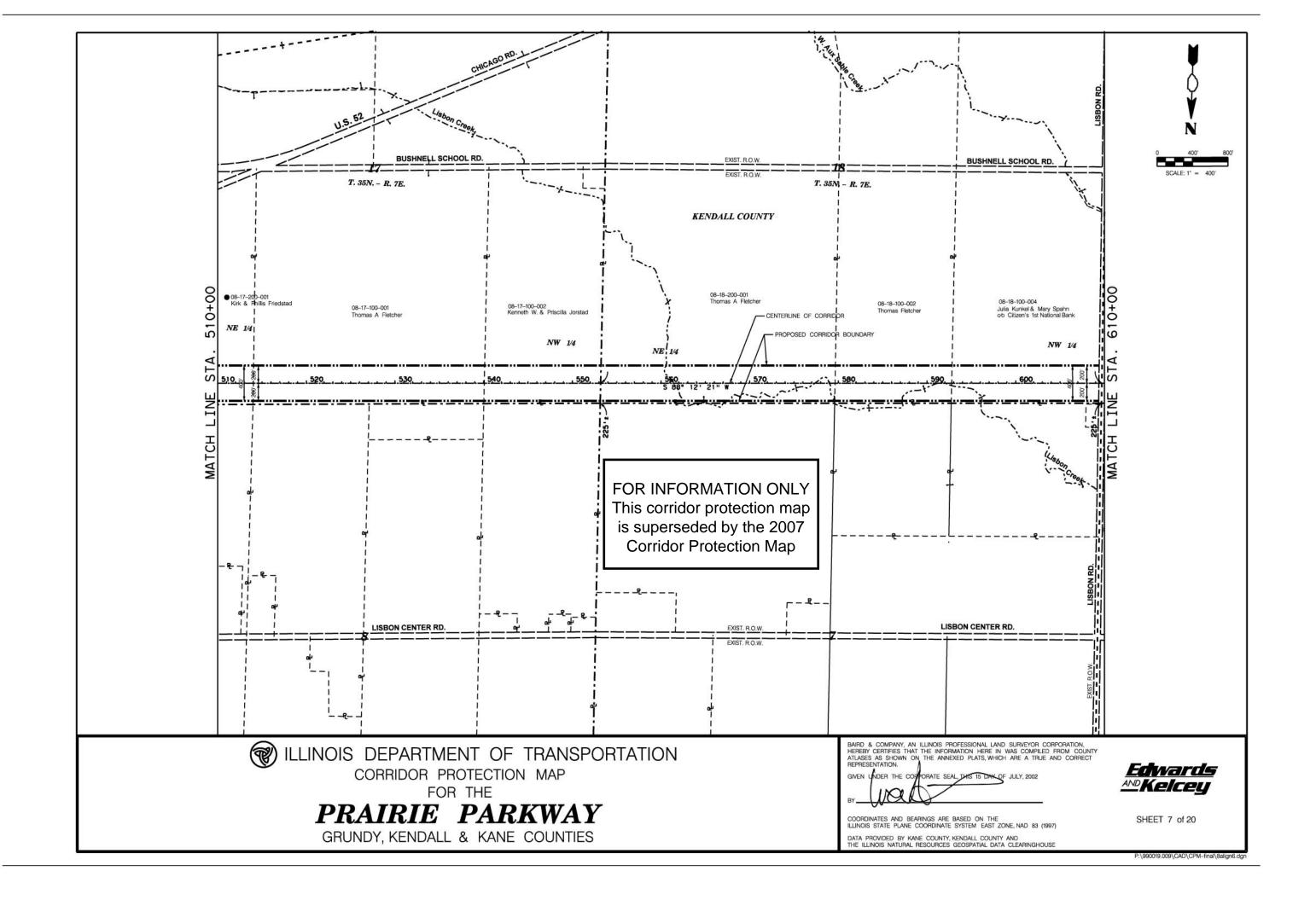


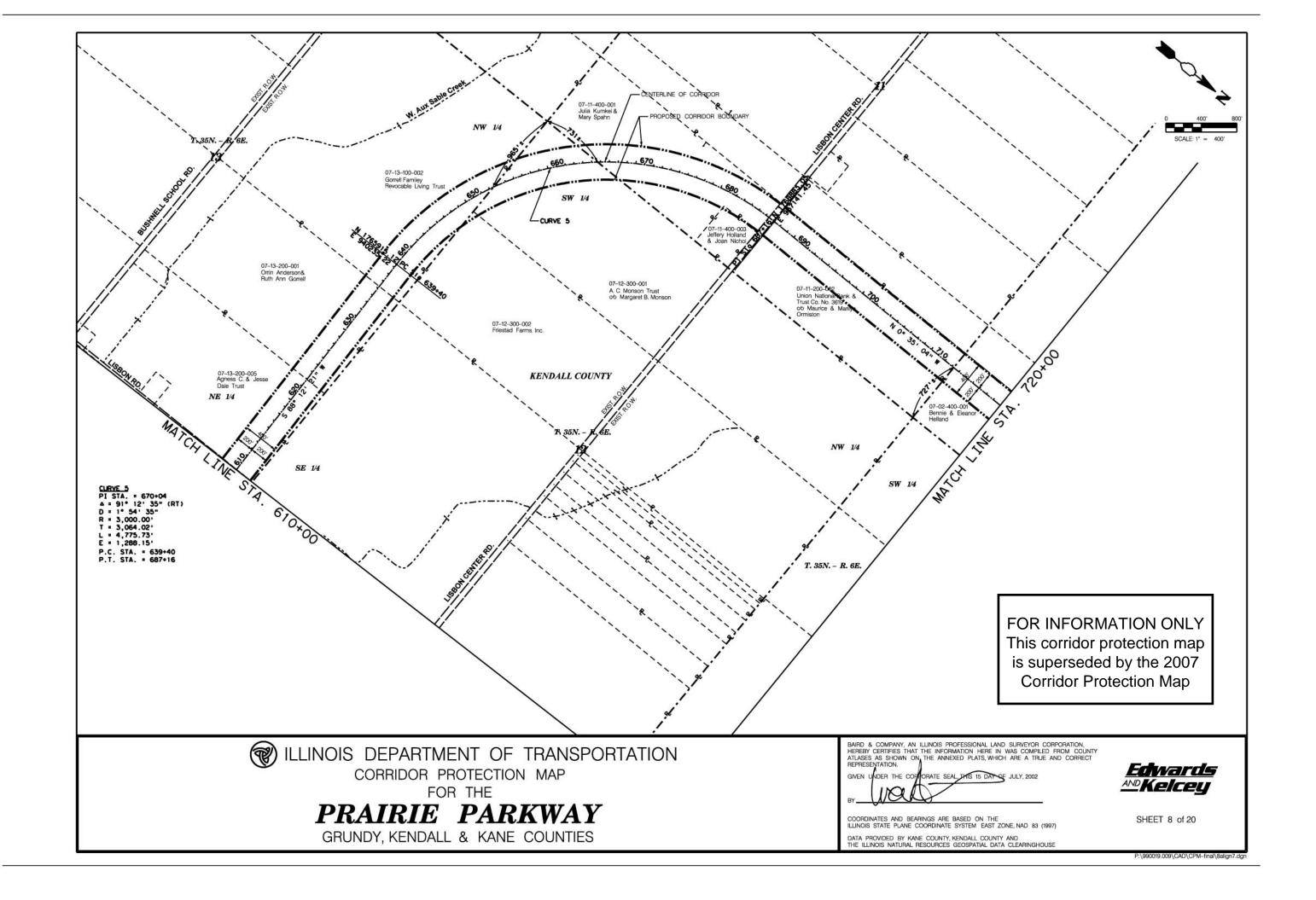


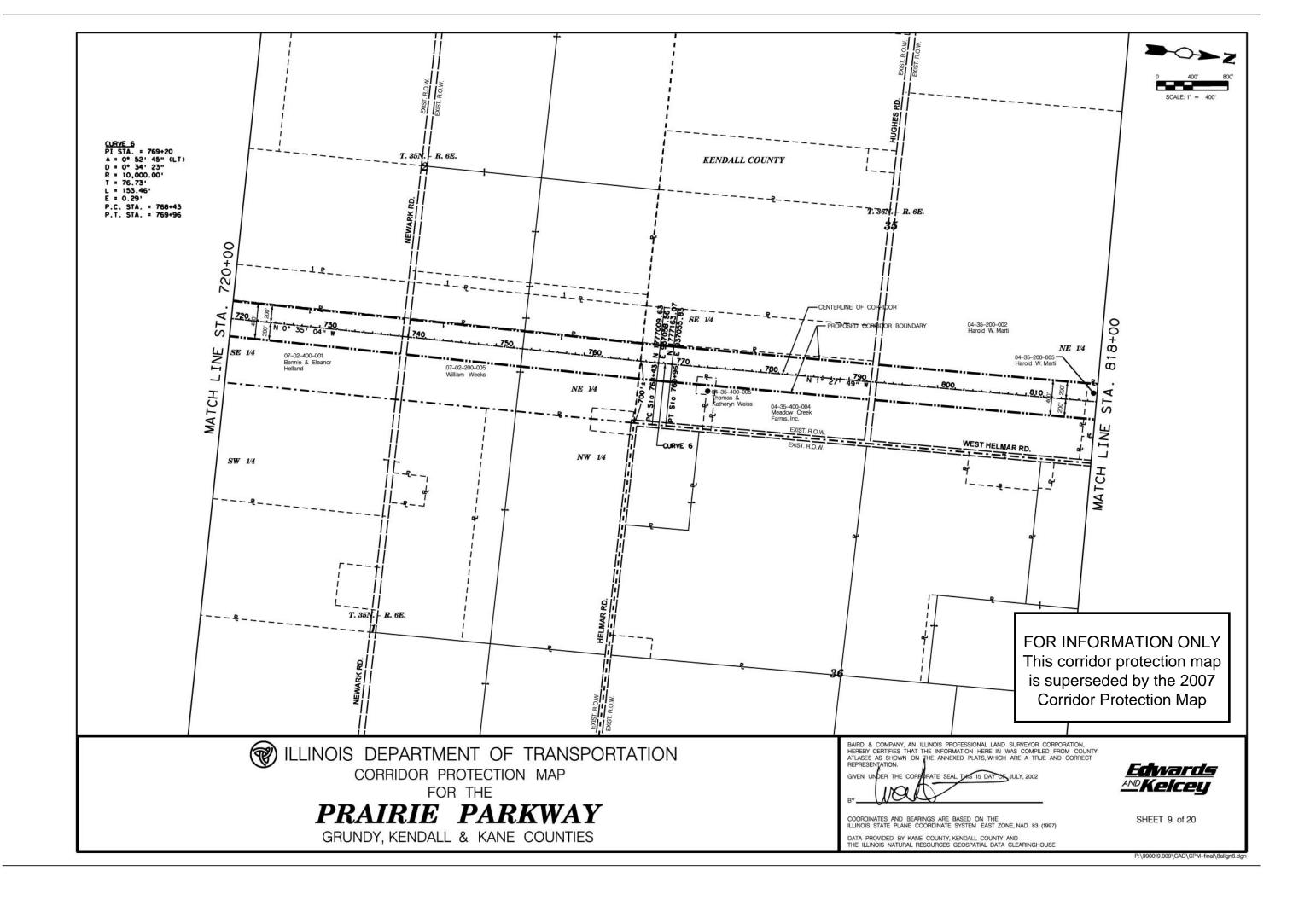


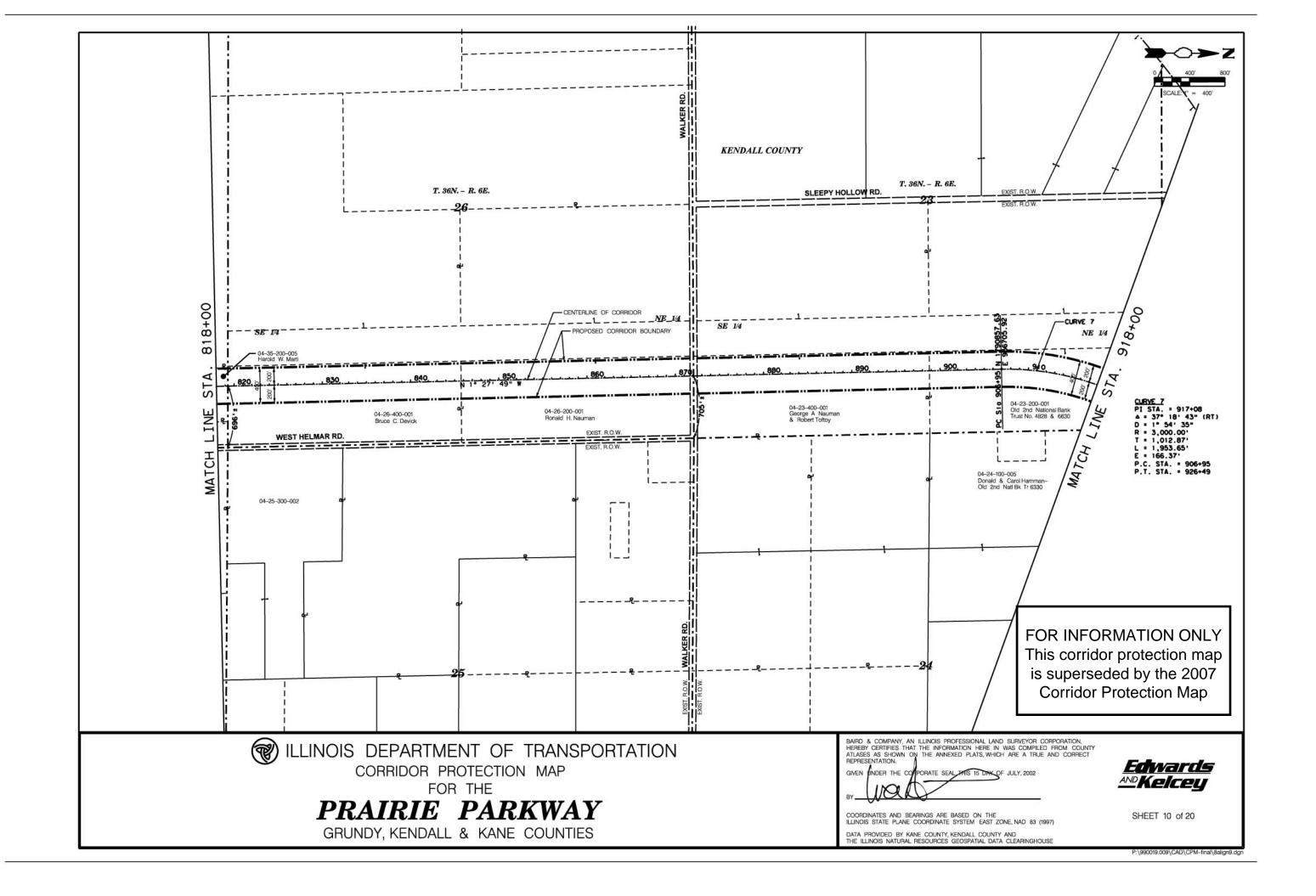


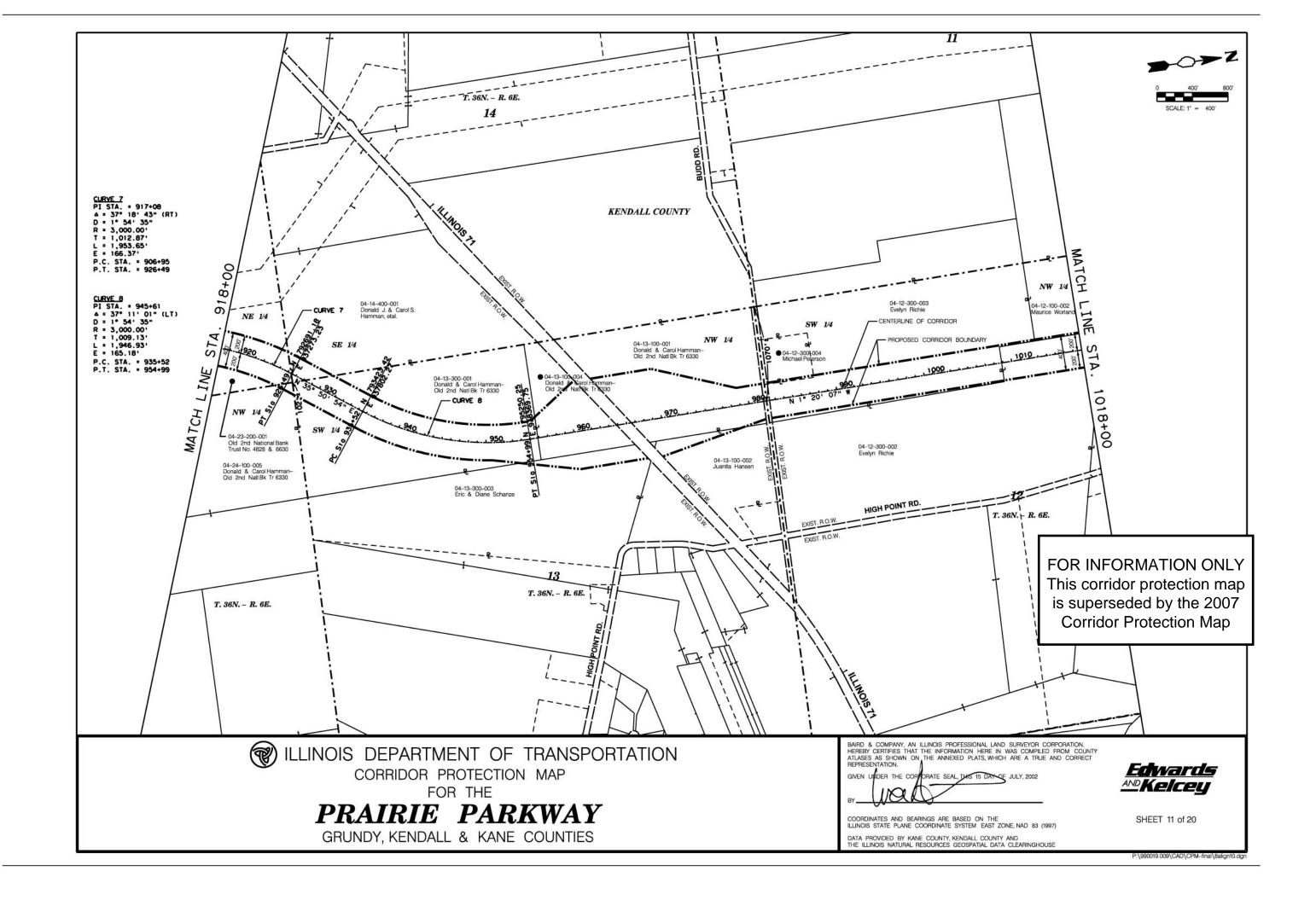


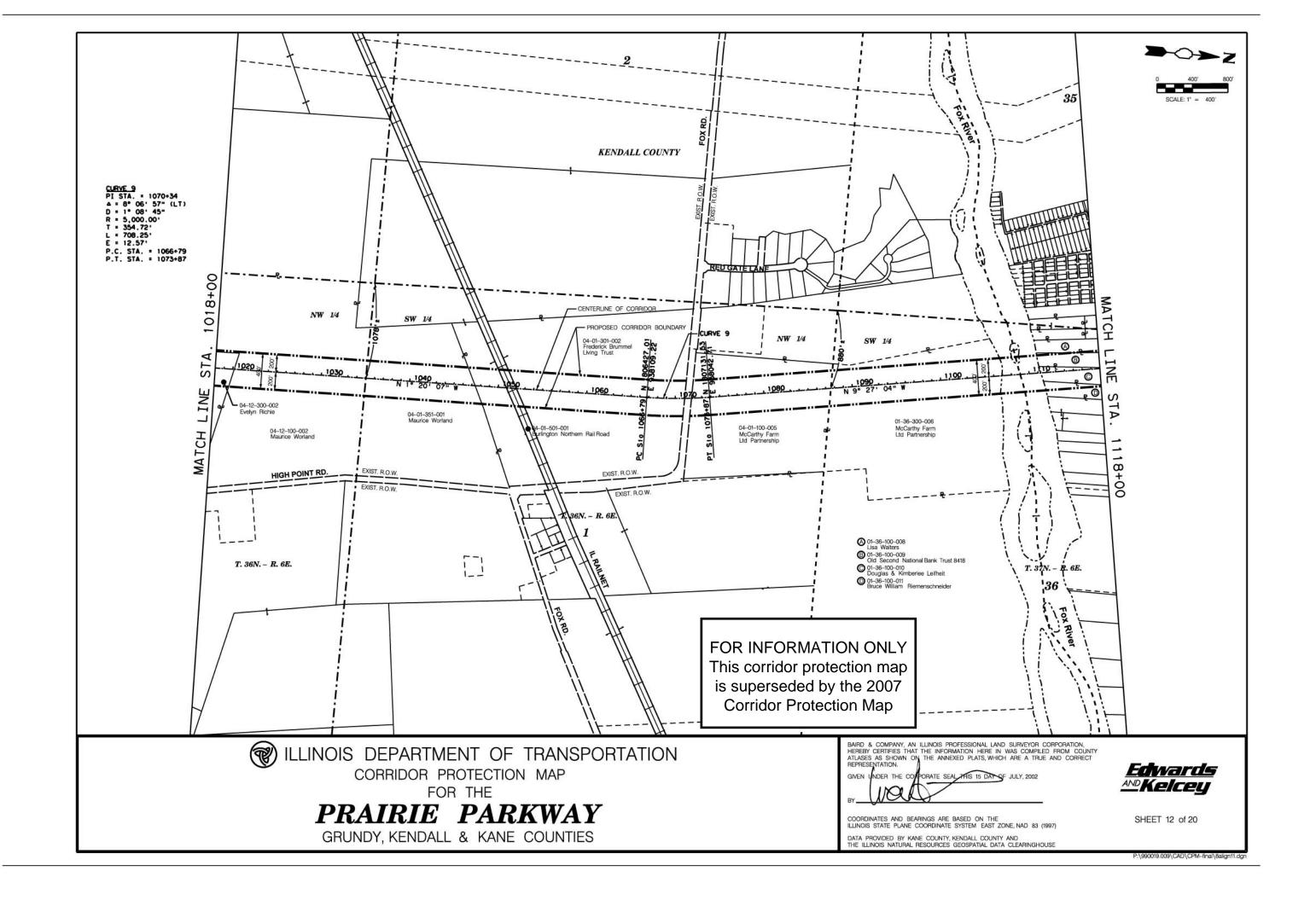


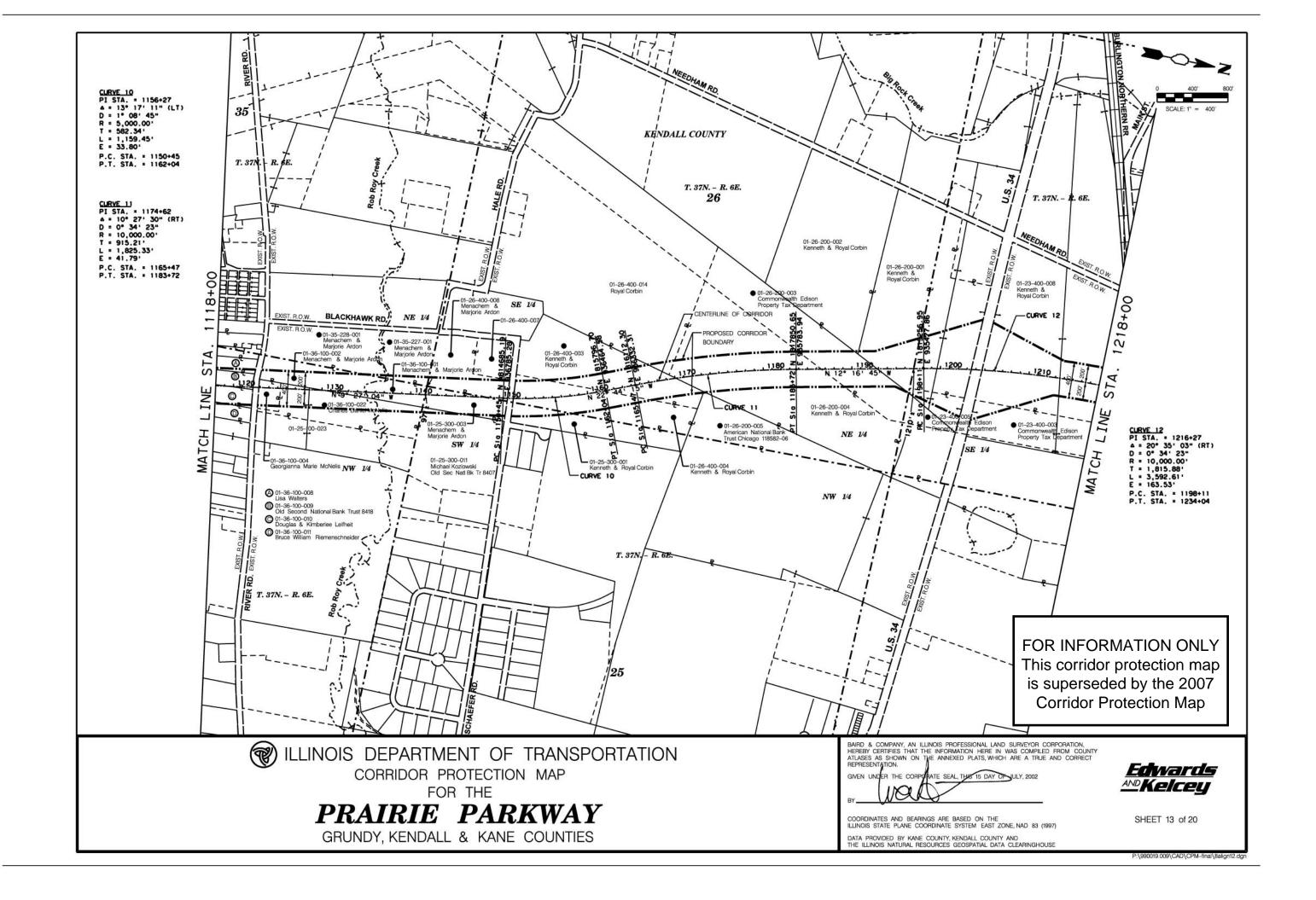


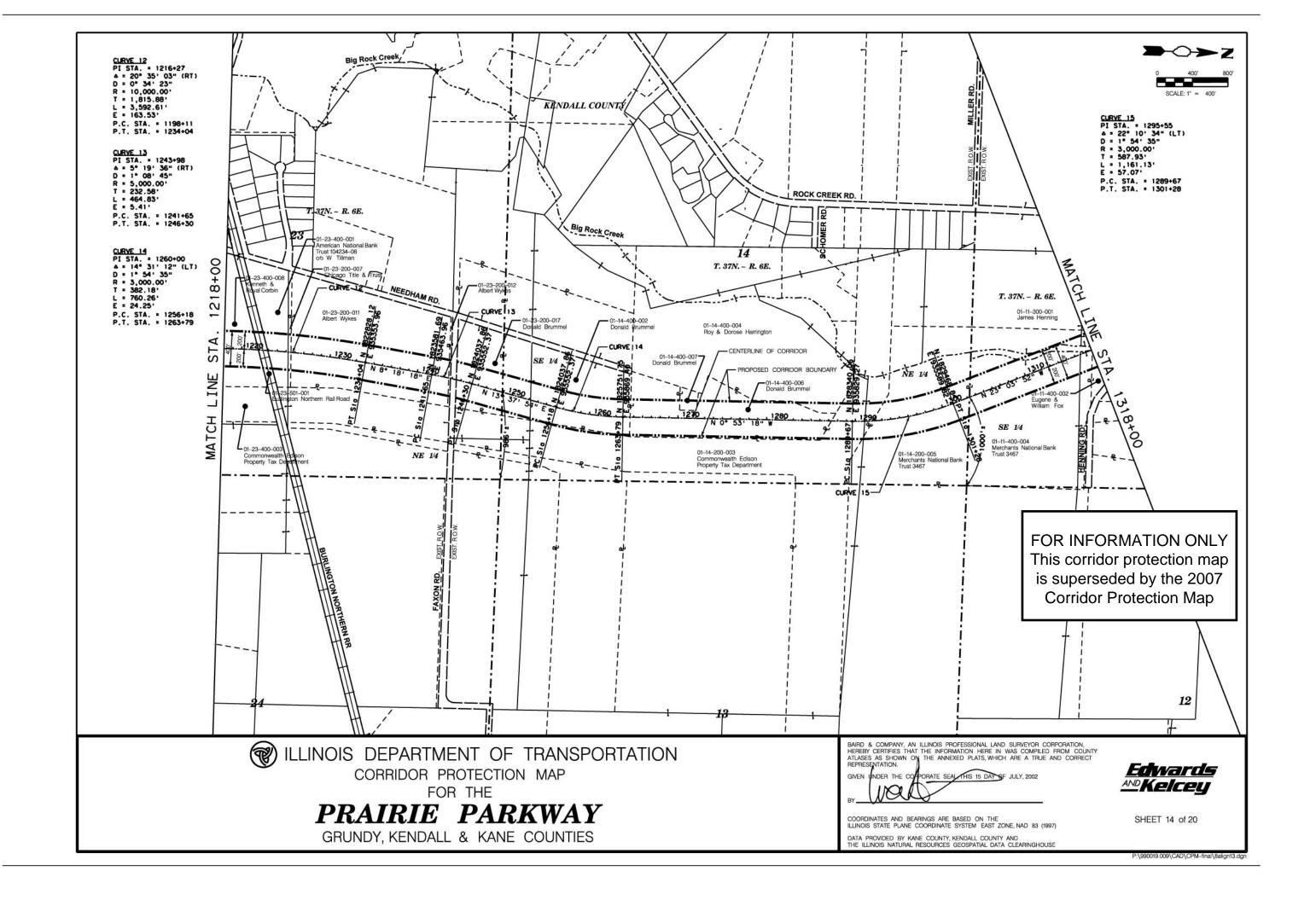


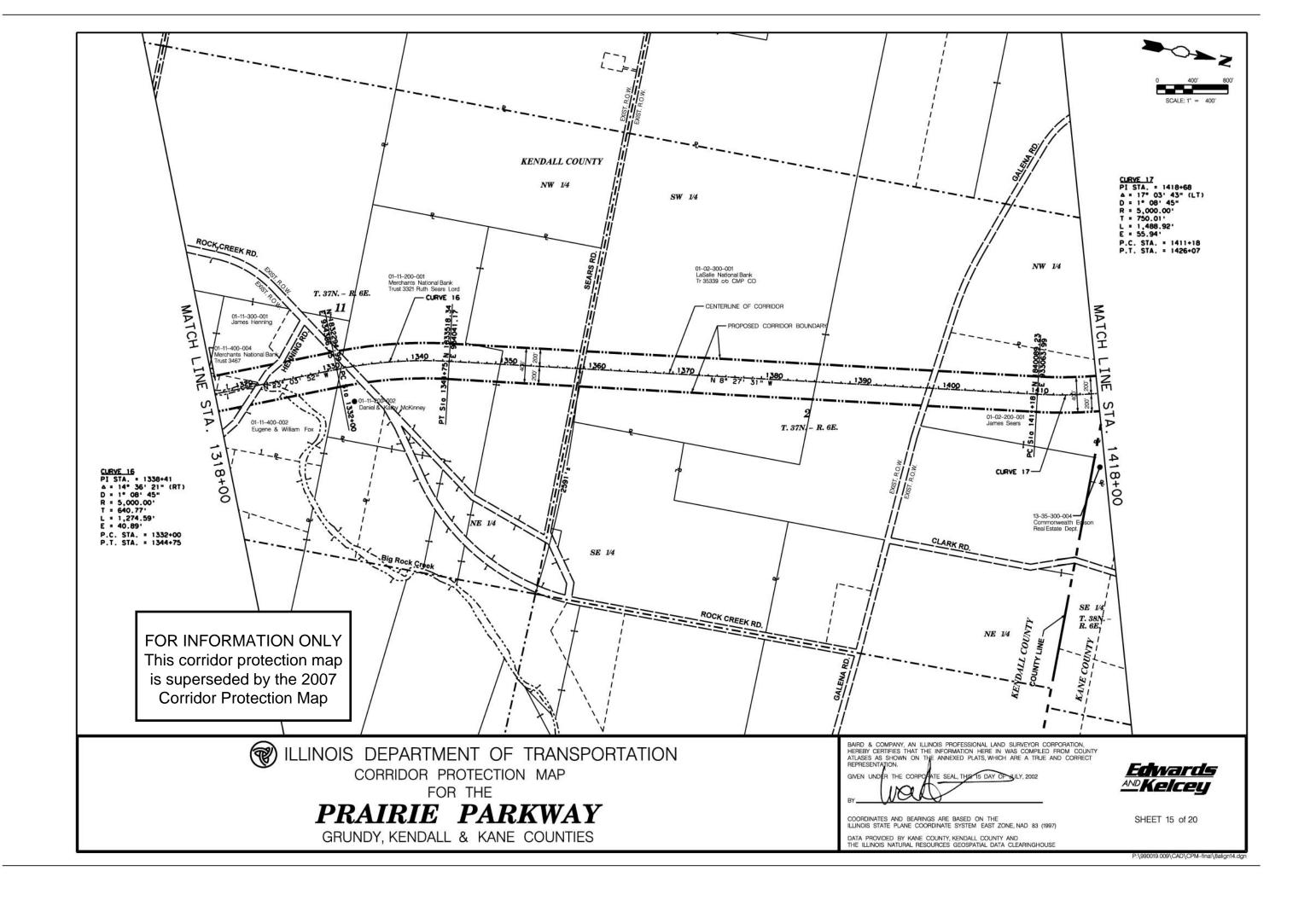


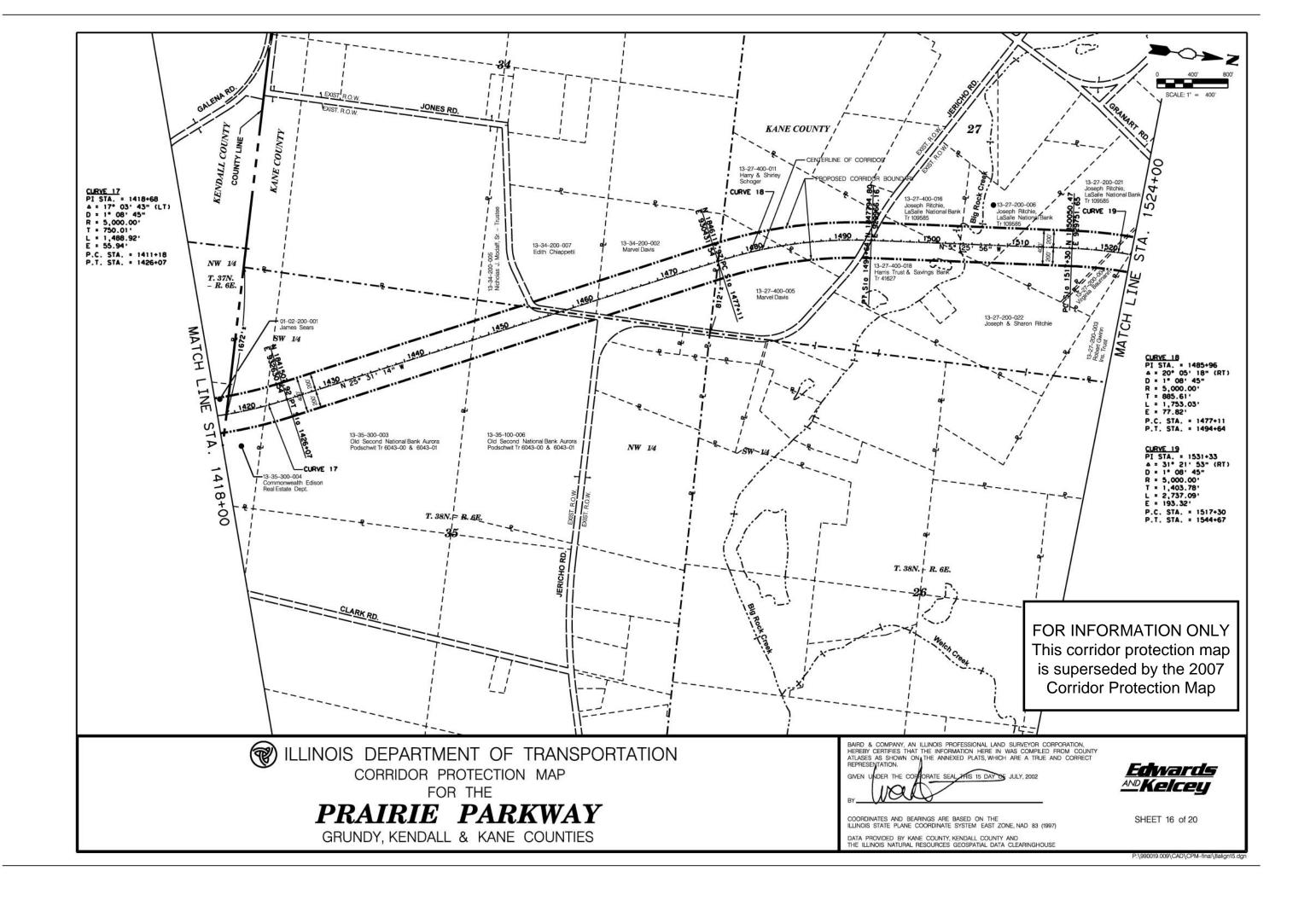


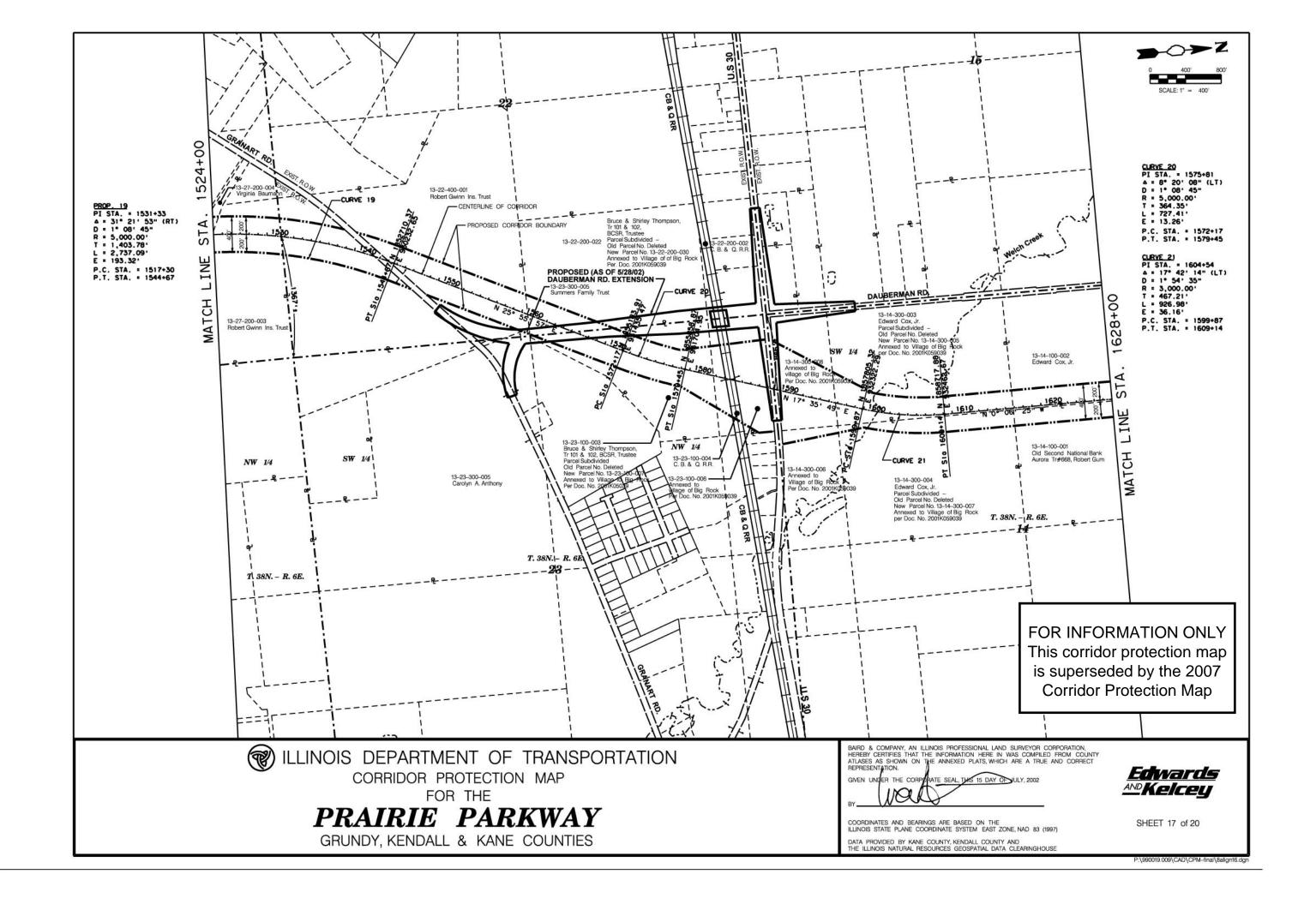


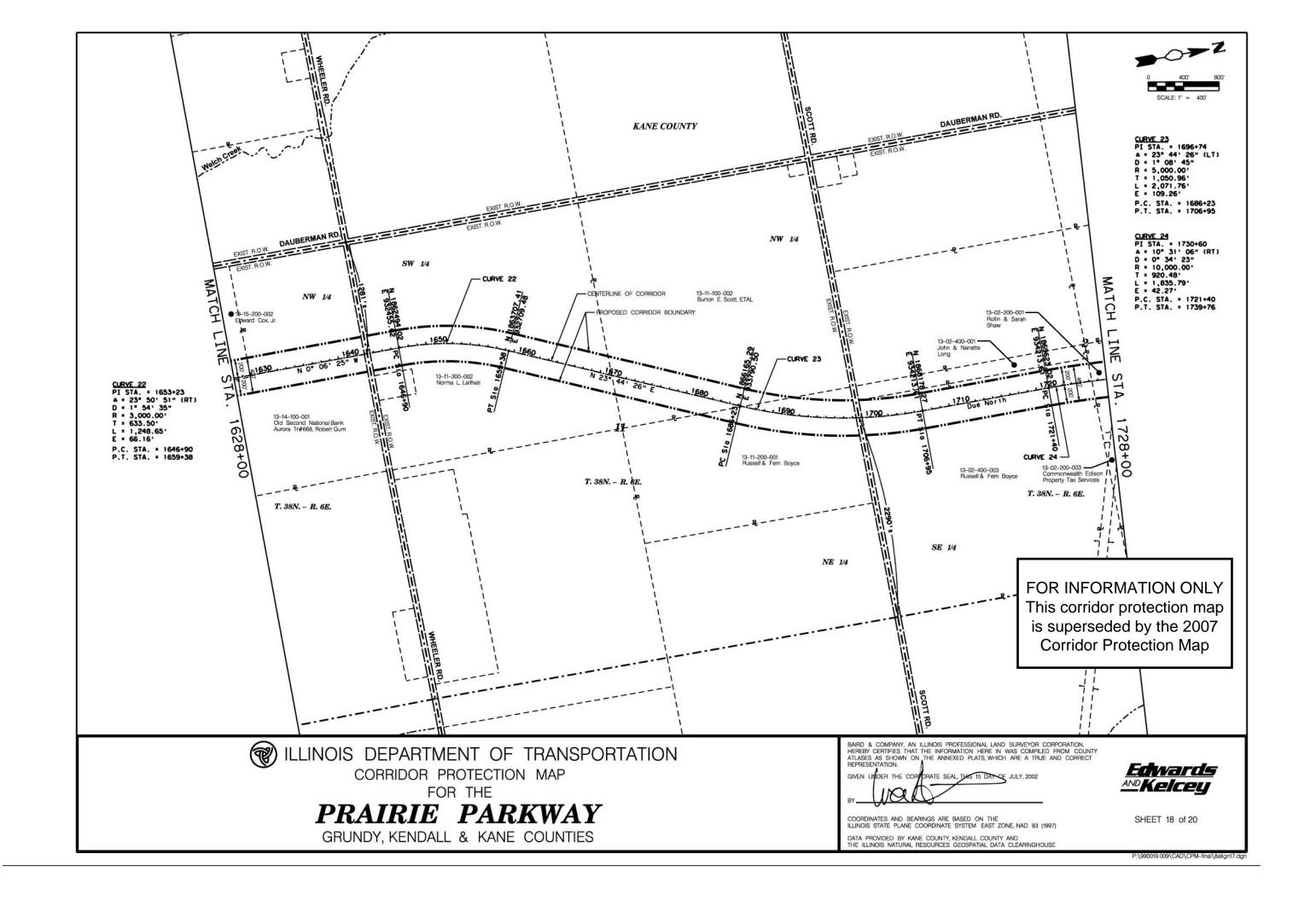


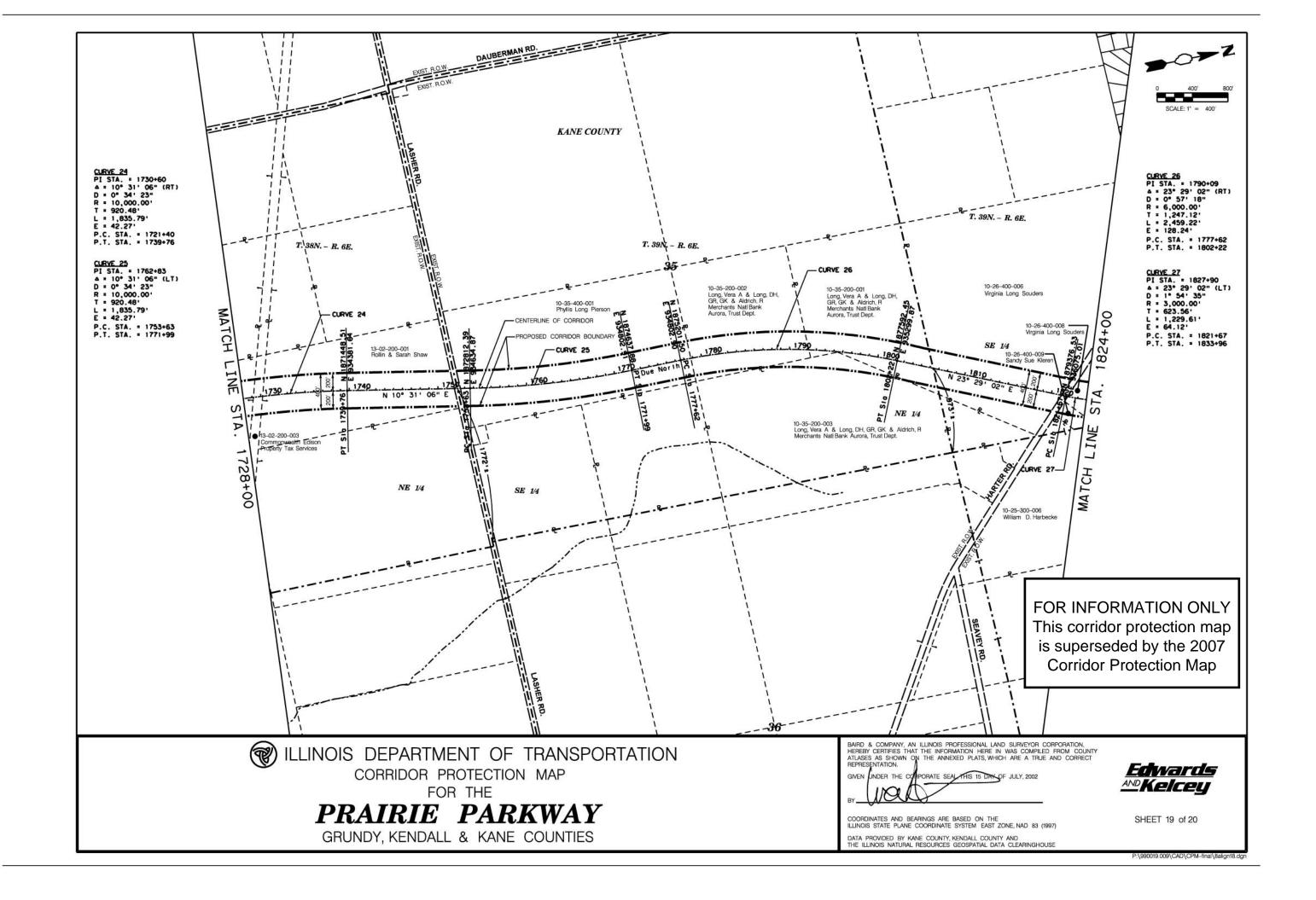


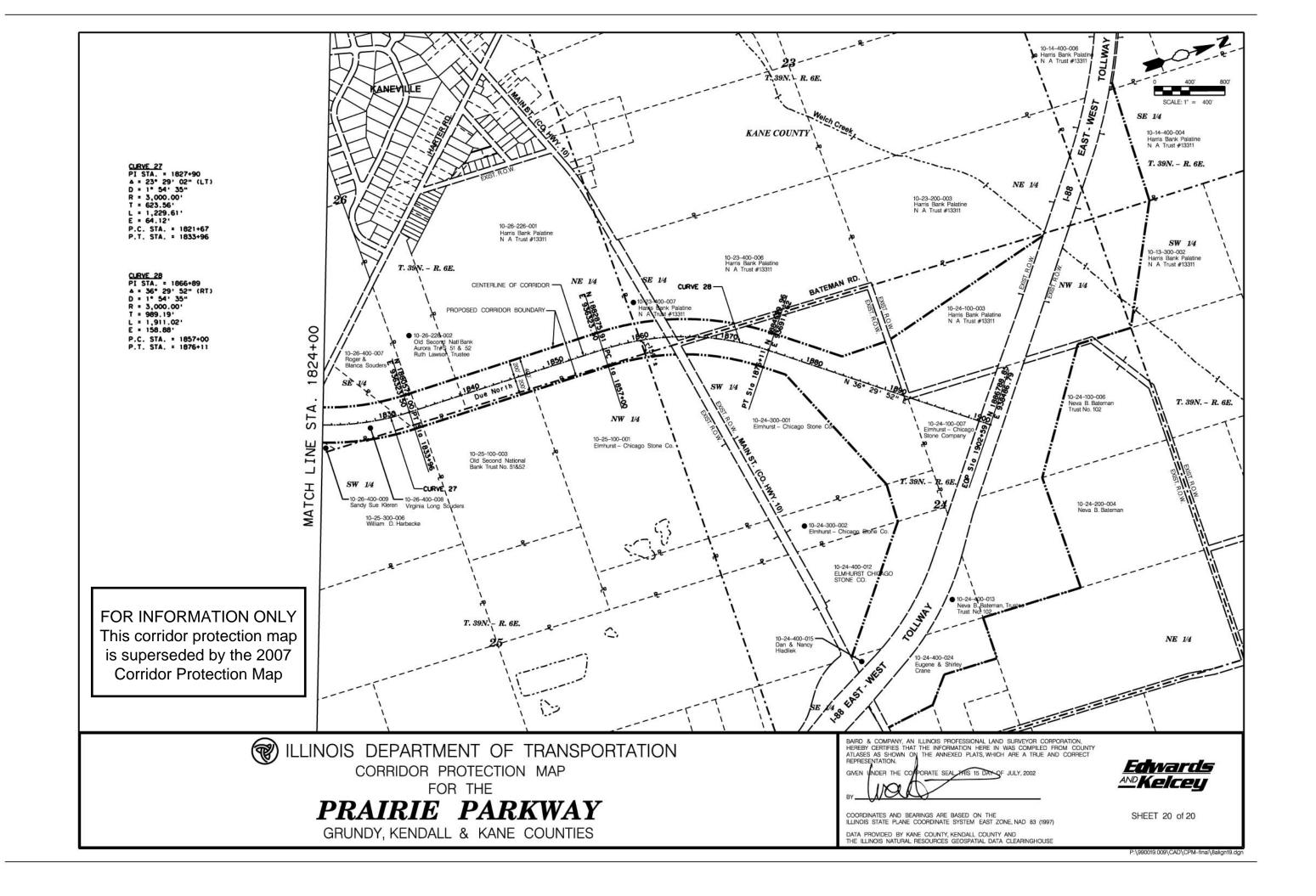












Appendix B

2007 Public Hearing Comments and Responses

August 30, 2007

Mr. Tom Gilmour 23 Fox Glen Drive Yorkville, IL 60560

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 – 0046

Dear Mr. Gilmour:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following question you submitted at the July 2007 Public Hearing.

How did the proposed landfill developers influence the B5 alignment?

The Department became aware of the landfills after the two detailed alternatives were determined. The B5 alignment, which uses a great portion of the corridor protection that was recorded in 2002, was in place long before the landfills were conceived. Discussions with the landfill developers began last year, whereas, this study has been ongoing for the last five years.

Of the three landfill proposals, one (Fox Moraine) does not affect the Prairie Parkway corridor, one (Willowhill) has pledged not to develop any of its land inside the Prairie Parkway corridor, and one (Willow Run) previously requested the Department move the corridor to increase their potential burial area. The Department offered public comment to Kendall County on the Willow Run application that is available at the county's website at http://www.co.kendall.il.us/landfill.htm. As the Willow Run application has been withdrawn and we have not received any further correspondence from them or their representatives, we are treating their re-alignment request as a "non-issue" at this point and plan on completing the corridor protection amendment and Final Environmental Impact Statement with no change in alignment.

Please visit our website at http://www.prairie-parkway.com for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

Lakewood Homes

The American Dream Builde

August 3, 2007

Mr. George Ryan, P.E. **Deputy Director of Highways** Illinois Department of Transportation District 3 700 E. Norris Drive Ottawa, IL 61350

~		1.00	i i	
	D-2	D-3		
RECEIVED REGION 2®		×	PROGRAM DEVELOPMENT	
			PROJECT IMPLEMENTATION	
			OPERATIONS	
			ADMINISTRATIVE SERVICES	
			LOCAL ROADS	
	AUG 0 8 2007			
	REGION ENGINEER			
	Confer with Region Engineer			
ш		Correspondence for RE signature		
a		Correspondence for your signature		
			The state of the s	

Prairie Parkway Corridor Protection and Road Closure Public Hearing RE: Lakewood Springs Subdivision, Unit 2A, Lots 107 - 116 & 402 - 426 Lakewood Springs Subdivision, Unit 2B, Lots 402 – 426

I, along with Mr. Jim Truesdell of our office, recently attended the public hearing held on July 12, 2007 in Sugar Grove, to listen to the presentation on the proposed realignment and road closure plan for the Prairie Parkway. Based on this hearing and information provided by IDOT on the Prairie Parkway's official website, we have a concern with the proposed protected corridor south of Route 34, adjacent to our Lakewood Springs Subdivision.

On the aerial map displayed at the public hearing, it appeared as though the easterly line of the protected corridor cuts through all of the lots along the western boundary line of

of the protected corridor cuts through all of the lots along the western boundary line of the Lakewood Springs Subdivision, Units 2A and 2B. We questioned the IDOT representatives and consultants present at the hearing, and we were assured that it is not IDOT's intent to take any property from any of the single family, or multi-family lots in Lakewood Springs. Subsequent to the hearing, however, we reviewed the proposed protected corridor as published on the Prairie Parkway's official website (www.prairieparkway.com), and it appears as though the proposed corridor includes the taking of land along the westerly line of Lakewood Springs Units 2A and 2B (see attached copy of sheet 11 of 17 of the "Corridor Protection Map for the Prairie Parkway", dated 6/26/07). This land appears to be incorrectly labeled on the plan as owned by "Lakewood Springs, LLC, when in fact all of these lots have been sold to individual home owners. There is, to our knowledge, no remnant parcel of land along this boundary of the subdivision, as the westerly lot line of the above referenced lots coincides with the westerly line of the subdivision.

I recently spoke with Mr. Steve Andrews of the IDOT District 3 Land Acquisitions Department regarding this issue. Mr. Andrews stated that according to IDOT's research, there is a strip of land owned by Lakewood Springs, LLC. along the rear of the lots in question. I indicated to him that we do not believe this to be the case. Mr. Andrews requested copies of the recorded plats of subdivision for Lakewood Springs Units 2A and 2B, which I will provide to him along with a copy of this letter.

Lakewood Springs, LLC. and Lakewood Homes, Inc. strongly object, on behalf of our homeowners, to the taking of any private residential property within the Lakewood



2700 W. Higgins • Suite 100 • Höffman Estates, IL 60169 • (847) 884-8800 • Fax (847) 884-8986 www.lakewoodhomes.com

Springs Subdivision for right-of-way purposes. When these subdivisions were platted, our surveyor utilized the best available data at that time to ensure that the westerly line of the subdivision coincided with the proposed easterly line of the recorded protected corridor. Based on the amount of remaining open land in this area that could be used for right-of-way, it seems unfair and unnecessary to take land from our homeowners.

It has also been indicated to us that IDOT intends to buffer these residential lots with some as of yet undetermined combination of a berm and sound wall. We encourage IDOT to do everything possible to buffer our homeowners from the Prairie Parkway, and reduce any adverse impacts that it may create.

We appreciate the opportunity that you have given to comment on IDOT's plans and strongly encourage that you take these comments into consideration to develop a plan that does not adversely impact or require the taking of any of our homeowner's land.

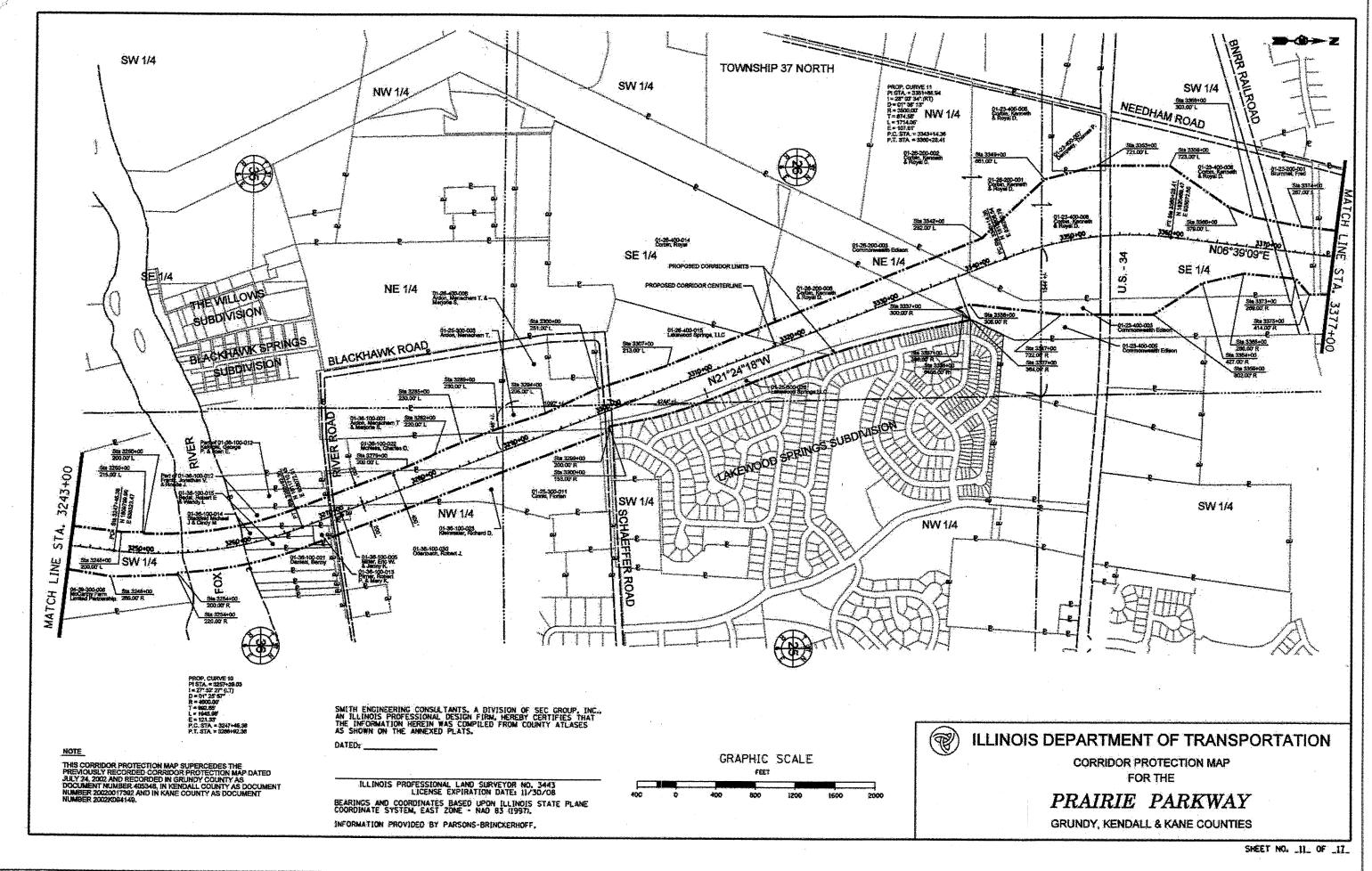
Sincerely,

LAKEWOOD HOMES, INC. LAKEWOOD SPRINGS, LLC.

Andrew J. Sikich, P.E. Director of Engineering

Enclosure

CC: Steve Andrews, IDOT District 3 (w/1 copy each of Final Plat of Subdivision for Lakewood Springs Units 2A and 2B)



August 30, 2007

Lakewood Homes, Inc. Lakewood Springs, LLC. 2700 West Higgins Suite 100 Hoffman Estates, IL 60169

Attn: Andrew J. Sikich, P.E.

Director of Engineering

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 – 0121

Dear Mr. Sikich:

This correspondence is in response to your letter of August 3, 2007 wherein you questioned some of the information contained in our proposed corridor protection plan for the referenced project as presented at our July public hearing.

Specifically, you questioned the ownership of parcels 01-26-400-015 and 01-25-300-026 which we had indicated as belonging to the Lakewood Springs LLC. Subsequent research at the County Records Office indicates that we were in fact in error and these properties are owned by Kenneth and Royal Corbin. The corridor protection map is being revised accordingly.

This change means that the limits of the corridor protection do in fact coincide with the western limits of the Lakewood Springs Subdivision as was the original intent. While the majority of the lots abutting this west subdivision line will not be impacted by acquisition, it is possible that we may need minor amounts of right-of-way from a few lots in the southwest corner of the development.

We will also be constructing a combination noise wall and earthen berm within the Parkway right-of-way along the entire western property line of the subdivision.

We thank you for bringing this situation to our attention.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

Steve Andrews, Land Acquisition



Prairie Parkway Study

Planning for the Region's Future

July 2007 Air Quality, Corridor Protection and Road Closure Public Hearing Comment Form

The Hearings are being held to present the Project-Level Hot-Spot Conformity Analysis for Fine Particulate Matter (PM 2.5), Road Closures, and Corridor Protection. For each, the purpose of the Hearings is to present information, obtain feedback, request comments, and record testimony. These studies, and the information presented for the Public Hearings will reflect the preferred alternative of constructing the Prairie Parkway B5 freeway Alternative (I-80 to I-88), and widening Illinois Route 47 from Caton Farm Road south to I-80. The B5 build alternative is being advanced as the Department's Preferred Alternative. These hearings and associated testimony will be included as part of the Prairie Parkway Final Environmental Impact Statement, including additional on-going evaluations/studies based on previous public involvement activities.

We ask for your comments on the topics discussed at today's Prairie Parkway Study meeting. Please place your comment forms in the box marked COMMENTS; fax to (815) 434-8553; or tape closed, stamp and mail. At today's Public Hearing you also have the option of having a court reporter record your comments or participate in the formal Q & A session beginning at 6:30 pm. In addition to the previous commenting options, the Study website (www.prairie-parkway.com) also accepts comments.

Please send comments related to this meeting by August 13, 2007. Yorkville X Sugar Grove (Please check meeting location attended) Comments/Questions: (Name and address are required for IDOT to send response, and for comment to be part of the official record. Please Print) aol, com Please add my name to the mailing list:

August 30, 2007

Ms. Judith Maierhofer 8437 Chicago Road Newark, IL 60541

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111 Ref: 5.6.9.11.2 – 0001

Dear Ms. Maierhofer:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the comments we received from you as a result of our July Public Hearings on the referenced project.

You have noted that there may be an access problem for some residents when the Aux Sable Creek is flooded. We are in the process of completing an existing drainage plan for the entire corridor. There is precedent for IDOT to undertake local road improvement if a state or federally sponsored project causes an access issue.

Regarding your comment that housing sales are down, cyclical changes in the economy are to be expected and do not alter long-term trends. These trends have been taken into account in the 2030 population projections for the surrounding area including Kendall County. For example, if Kendall County experienced the same rate of growth of 2000-2005 continuing until the year 2030, there would be nearly 300,000 residents. Our studies show a more modest population growth resulting in about 180,000 residents, which is still a substantial increase and approximately double the present population.

You can find detailed information on the application of the corridor protection statute in the "Corridor Protection Synopsis" on the project website, http://www.prairie-parkway.com, or you can refer to the actual statute in the Illinois Highway Code (605 ILCS 5/4-510) as adopted in 1967.

Your comments will be included in the final environmental document.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

SHERRILL MOSS 655 Mt. Victoria Place Alpharetta, Georgia 30022

4 5

My name is Sherrill Moss. My first name is spelled Sherrill. My last name is Moss. My address is 655 Mt. Victoria Place, Alpharetta, Georgia 30022, and my mother owns a sesquicentennial farm that's been impacted by the Prairie Parkway, the Cryder farm.

10 11 My name is Sherrill. If you look at 12 the map, you'll see that the farm that's going through Sherrill, which is named after my ancestors because they were the original settlers to this area, and starting in 19 -- excuse me, 1841 it went -- and

16 I want you to check out these names because the first

landowner was Lewis Sherrill, Sherrill as in my name,

18 Sherrill Road, went to Thomas Dana Sherrill, and then

19 it went to Israel VanCleve Cryder and Ida Sherrill.

They willed it to Dana Cryder, their son, my

grandmother; and my mother is Mary Moss and I'm

Sherrill Moss, hence the name Sherrill which is the

same as that road.

24

8

15

17

So our history is long and varied in

this county. We are a sesquicentennial farm, and

I've got a letter from the governor -- excuse me,

from Delayne Reeves: "Congratulations to you as you

have helped to preserve one of the most basic

5 elements of America's heritage, the family farm."

This is the letter we get for being a 6

7 sesquincentennial farm.

Then we get a letter saying from Charles Hartke: "This designation honors them today and their ancestors of yesterday who labored through prosperity and adversity to maintain their family farm. The sesquicentennial farm program helps to reinforce that family farming remains a viable entity in Illinois agriculture.

So this is what I hear. This is the letters we get. And then we're going to have our farm cut in half by Prairie Parkway and more urban 18 sprawl.

19 And I want to say about my ancestors Israel VanCleve Cryder, my great grandfather was a state legislator in the state of Illinois. My grandfather, Dana Cryder, he was president of the Illinois Farm Bureau. He was for 50 years a leader

24 in the 4-H. He was president of the Locker

Association, very active in the county. He had a

complete farm with crops, with animals. He went to

college, got a degree in agriculture. He could have

gone on to be a college professor, but he wanted to 5 come back home and farm this family farm because

that's what he thought was right. And he has helped

7 some people in this community, and the community

turning around and doing this is wrong.

9 We have had many opportunities to sell 10 that farm, but we wanted to keep it the way it was

11 meant to be, and a farm is excellent farmland. It

12 has been farmed continuously. We've contributed to

13 the welfare of Illinois and to the United States by

helping feed people with animals and with the crops;

15 and we have resisted every opportunity to sell it,

16 even though we could make a profit because we wanted

to have it maintained as a family farm, and that's

18 what our priorities are. And I get these letters

19 from everyone in Illinois since it's a

20 sesquicentennial farm that that's what they value as

21 well.

22 Then we find out they're going to put

23 a road right through the middle of it which is going

to destroy it as a farm. It is imperative that

people consider the fact of what the impact of what

this is going to be to that farm. It's not fair, and

it's not right, especially people who have contributed so much to this community.

5 I saw him so many nights, my

6 grandfather would go to 4-H meetings, he would go to

7 the Farm Bureau meetings, he would go to Locker

meetings, continually contributing to this community.

And I would like to know if we don't value our

history and our ancestors, then where are our values 10

11 and where does Illinois place their values?

12 I have my sesquicentennial farm plaque 13 I brought, which I wanted to show because I wanted to

make a statement, but they won't let me make a

statement. I'm also very annoyed about that because

16 I think that the way this is set up is very

17 controlled and is unfair to landowners that are being

impacted; and everyone I've talked to basically says

we're sorry, but too bad. And it's just wrong.

20 Thank you.

21

22

23

24

August 30, 2007

Ms. Sherrill Moss 655 Mt. Victoria Place Alpharetta, GA 30022

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 – 0021

Dear Ms. Moss:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the comments you submitted at our July 2007 Public Hearing meeting for the referenced project. The comment period for those hearings ended August 13th.

Subsequent to the hearing, you have exchanged a number of e-mails with our Studies and Plans Engineer, Rick Powell, most recently on August 9th.

As discussed in those messages and as noted in the statement you made to the court reporter at the hearing, we are aware that your family owns a sesquicentennial farm which is being impacted by the preferred alignment of the Parkway. We have also explained that we rely on the Illinois Department of Agriculture, as the state's official Registrar, to identify those properties. Your property was not listed as either centennial or sesquicentennial in November of 2006 when the DEIS was released. We therefore had no knowledge of the potential status prior to that time when the protected corridor was established in 2002.

While we certainly strive to avoid all historical sites the fact is that centennial farms are offered no special significance under the law when it comes to acquisition for public purposes. When we establish an alignment we must consider all potential impacts and centennial status is only one of many. The alignment near and across your property was controlled by the need to avoid both the acquisition of homes and farms severances, plus the presence of buried pipelines which are very expensive to either protect or relocate. We were able to minimize overall impacts by following the center of section lines. Your property is one of only two in the immediate area that extends across the north/south center of section line. While this alignment does impact your property it also minimizes impacts for dozens of your neighbors to the north and east.

Ms. Sherrill Moss August 30, 2007 Page 2

We would also note that we are not acquiring any of your farm buildings and that the total acquisition will be less than approximately 15 acres. The remaining 145 acres are entirely accessible as both Whitewillow and Ashley Roads will remain open via bridges over Prairie Parkway. Your current driveway accesses Whitewillow immediately east of Prairie Parkway. You can therefore access the severed portion of your property by merely crossing the Whitewillow Bridge.

We hope this information helps you to understand why your property is impacted and the extent of those impacts.

Please visit our website at http://www.prairie-parkway.com for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

August 30, 2007

Mr. Jan Strasma 46W644 Illinois Route 38 Maple Park, IL 60151

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 - 0093/0096/0098

Dear Mr. Strasma:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following questions you submitted at the July 2007 Public Hearing.

- 1. What properties have you purchased so far, and are any of the purchased property no longer in the new corridor? The Department has purchased three properties. Two of them were on the south end near the corridor connection with I-80. The third property was on the Fox River where the original corridor crossed the river. The corridor in that vicinity has shifted; therefore that property is no longer in the new B5 corridor and is planned to be sold as excess land in the future. There is one other pending acquisition in progress north of US 34; until it is finalized, we do not have additional information available.
- 2. How can you plan on \$40 million plus for the Prairie Parkway five mile section while saying you can't match \$4 million for IL-47 in Yorkville? The \$4 million is tied to the passage of a Capital Program and if passed we would expect that the state would provide the \$1 million matching money for acquisition of right-of-way. The local officials are aware of this and have been advised to work with Governor Blagojevich and the General Assembly in releasing the money.
- 3. <u>Have you considered the benefit of the 5 mile Route 71 to U.S.34 segment as opposed to the costs, and who would use a route that requires a 12 mile trip instead of 2.7 miles through Yorkville on IL-47?</u> The purpose of the project is to connect I-80 and I-88. The 5 miles from IL-71 to US-34 is only the first step toward the ultimate goal and is not intended as a standalone project. Construction funding for projects of this magnitude is

Mr. Jan Strasma August 30, 2007 Page 2

rarely obtained in one full amount; therefore, they are routinely built in sections as funds do become available.

Please visit our website at http://www.prairie-parkway.com for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

1 JOHN TALLEY 2 12525 West Helmar Road 3 Newark, Illinois 60541 John Talley, T-a-I-I-e-y, 12525 West 5 Helmar, H-e-l-m-a-r, Road, Newark, Illinois 60541. 6 I'm opposed to the Prairie Parkway. First of all, I 7 believe that Route 47 should be improved with a 8 bypass around Yorkville. Secondly, the location that's been 9 10 selected for the parkway is not one that makes sense 11 to me. With regard to that, there are other areas 12 that do not affect long-standing, small village 13 communities that would have been possible. Our 14 community of Helmar has been in place for 150 or 175 15 years, and the parkway now with this new route that's 16 being recorded cuts through the heart of that 17 community that's been a long-standing community. 18 Secondly, the original recorded 19 corridor was relied upon by my son in conjunction 20 with moving a hundred year old Victorian house. 21 After the move was made, now IDOT has changed the 22 recorded corridor so that now it goes within a couple 23 hundred feet of his property instead. So he relied 24 to his detriment on the recorded corridor which now

10

IDOT has changed.

2 3 4

1

5 6

7 8 9

10 11 12

13 14 15

16 17 18

19 20 21

22 23

24

August 30, 2007

Mr. John Talley 12525 West Helmar Road Newark, IL 60541

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 - 0023

Dear Mr. Talley:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the comments you submitted at our July 2007 Public Hearing meeting for the referenced project.

We agree with you that IL-47 needs to be improved. However, our studies indicate that a freeway is also necessary to accommodate projected traffic volumes.

The selection of the preferred alignment has been an extensive process. We considered a wide range of factors in attempting to identify a solution that both addresses the project's purpose and need and minimizes adverse impacts. Local, state and federal agencies concur with the selection of the preferred alternative, as do a large majority of the area's elected officials.

Corridor protection is a legal process that was added to the Illinois Highway Code (605 ILCS 5/4 510) in 1967. Corridor protection was designed to "establish...the approximate locations and widths of the rights of way for future additions to the State highway system to inform the public and prevent costly and conflicting development of the land involved."

Corridor protection is therefore intended to restrict future development in the event the subject property is ultimately acquired for highway purposes. It is not, however, a commitment to ultimately proceed with that acquisition.

The statute also states that "the Department may approve changes in the map from time to time."

It is unfortunate that your son incurred the expense of moving his home before the alignment was finalized. Mr. John Talley August 30, 2007 Page 2

Since the Prairie Parkway Preliminary Engineering Study began in late 2002, the Department has consistently stated that "all, part, or none" of the original Corridor Protection recorded in July 2002 might be used for the ultimate alternative. The Department has also worked with several people who contacted us before making decisions similar to your son's, and giving them the best available information at the time regarding potential alternatives to the July 2002 corridor protection. Had your son contacted the Department before moving his home, we would have explained the potential for changes to the corridor protection.

Please visit our website at http://www.prairie-parkway.com for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB



July 2007 Air Quality, Corridor Protection and Road Closure Public Hearing Comment Form

The Hearings are being held to present the Project-Level Hot-Spot Conformity Analysis for Fine Particulate Matter (PM 2.5), Road Closures, and Corridor Protection. For each, the purpose of the Hearings is to present information, obtain feedback, request comments, and record testimony. These studies, and the information presented for the Public Hearings will reflect the preferred alternative of constructing the Prairie Parkway B5 freeway Alternative (I-80 to I-88), and widening Illinois Route 47 from Caton Farm Road south to I-80. The B5 build alternative is being advanced as the Department's Preferred Alternative. These hearings and associated testimony will be included as part of the Prairie Parkway Final Environmental Impact Statement, including additional on-going evaluations/studies based on previous public involvement activities.

We ask for your comments on the topics discussed at today's Prairie Parkway Study meeting. Please place your comment forms in the box marked COMMENTS; fax to (815) 434-8553; or tape closed, stamp and mail. At today's Public Hearing you also have the option of having a court reporter record your comments or participate in the formal Q & A session beginning at 6:30 pm. In addition to the previous commenting options, the Study website (www.prairie-parkway.com) also accepts comments.

Please send comments related to this meeting by August 13, 2007. Yorkville [7] Sugar Grove (Please check meeting location attended) (Name and address are required for IDOT to send response, and for comment to be part of the official record. Please Print) E-Mail Address . Please add my name to the mailing list: χ

September 28, 2007

Mr. Kenneth G. Williams 48W670 Route 30 Big Rock, IL 60511

Prairie Parkway Preliminary Engineering Study Various Counties File #1453-111

Ref: 5.6.9.11.2 - 0009

Dear Mr. Williams:

Thank you for your interest in the Prairie Parkway Preliminary Engineering Study.

This correspondence is in response to the following comment you submitted on a comment form at the July Public Hearing in Yorkville.

I would like a list of all the parcel numbers, owners/trusts, and county of all properties along the pathway of the Prairie Parkway B5 freeway alignment.

The revised Corridor Protection Map lists the parcel numbers and property owners on record with the Recorder of Deeds in the respective counties affected by the corridor protection for the B5 freeway. This map is available for download at http://www.prairie-parkway.com at the link titled "Corridor Protection Maps".

Please be advised that there are additional property owners affected by roads crossing Prairie Parkway, the proposed interchanges at U.S. 30, U.S. 34 and so forth, and the proposed widening of IL 47 from I-80 to Caton Farm Road that may not be directly affected by the corridor protection of the B5 freeway. These properties are identified by parcel numbers in Exhibits 2a thru 2s, 3a thru 3x, and 4a thru 4l, which are available for download at http://www.dot.state.il.us/desenv/pp deis/pp deis exhibits.html#exhibit2. Further property owner information will be available as right of way plans are finalized for the segment of Prairie Parkway between IL 71 and U.S. 30. As the right of way needs are finalized, some properties may be eliminated from the project needs, or may be sold or otherwise transferred from the current owners of record.

Please visit our website at http://www.prairie-parkway.com for the most current information on the development of this project.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB

August 13, 2007

George Ryan, P.E. Deputy Director of Highways Regional Engineer Illinois Department of Transportation District 3 700 East Norris Drive Ottawa, IL 61350



RE: Prairie Parkway Road Closure and Corridor Protection Revision

Dear Mr. Ryan:

The 47+ Coalition hereby comments on the Illinois Department of Transportation's ("IDOT") Prairie Parkway Draft Grade Separation/Road Closure, Corridor Protection Revision and Preferred Alternative Reports. 47+ is a coalition of environmental, agricultural, and public interest organizations that have joined together to promote the improvement of the existing road and transit system in Kane, Kendall, and Grundy Counties as a more effective, less expensive, and environmentally preferable alternative to the proposed Prairie Parkway.

I. <u>Introduction</u>

As 47+ coalition members explained in their joint comments on the Draft Environmental Impact Statement, the significant environmental impacts and nearly \$1 billion cost of the Prairie Parkway are not warranted by the "quite small" transportation benefits the highway would provide. In addition, a Local Road and Transit Alternative focused on long-needed upgrades to Illinois 47, construction of the WiKaDuKe Trail and the Eldamain Road bridge and extension, and other improvements to the existing road and transit infrastructure would provide a greater transportation benefit while saving money and avoiding significant environmental impacts. The simple fact is that residents of Kane, Kendall and Grundy County would be better served if limited transportation dollars were spent on improving the existing road and transit system in the area, rather than dedicating vast sums of money on a single, ineffective expressway.

II. Negative Impact of Road Closures on Local Transportation

The Road Closure Report further demonstrates the folly of IDOT's Prairie Parkway proposal. Not only would the project take up limited money needed for local road and transit improvements, it would also lead to the closure of 13 local roads over which thousands of cars drive every day. By closing these roads, IDOT will further shift traffic away from populated areas, and run contrary to the sensible goal of creating a comprehensive network of roads where local government planned for growth.

A. <u>Inadequate and Late Consideration of Levels of Service on Local Roads</u>

The Road Closure Report also highlights the significance of IDOT's failure to provide information in the Draft EIS on the impact of the Prairie Parkway on local traffic levels. **As**

explained in our Draft EIS comments, the Prairie Parkway will greatly increase traffic on local roads by inducing unmanaged growth, cutting off 13 local roads, and funneling motorists to a handful of interchanges. This will lower the Levels of Service "LOS" on local roads in the project area. *See* Coalition's "Comments on the Draft Environmental Impact Statement for the Prairie Parkway Study in Grundy, Kendall, and Kane Counties, Illinois (FHWA-IL-EIS-06-02-D), February 27, 2007(Citizens' Draft EIS Comments), p. 10. Information about these impacts is critical to making an informed judgment as to the best way to address transportation needs in the project area, but is completely missing from the Draft EIS.

B. Flawed Analysis of Levels of Service on Local Roads in Road Closure Report

IDOT claims in its response to comments (pp. 8-9) and its Draft Separation/Road Closure Report) (Road Closure Report)(pp. 3-4) that local road impacts are not important because only one local road adjacent to the Prairie Parkway would have a "mid-LOS" of D in 2030. This response is flawed for a number of reasons. First, it is inconsistent with IDOT's usual policy of ensuring an LOS of B on two-lane rural principal arterials and an LOS of C on two-lane rural minor arterials and collectors. (Prairie Parkway Draft EIS at pp.1-12). No explanation is provided for why IDOT is now abandoning these policies and focusing on an LOS of D. If IDOT initially reasoned that the Prairie Parkway is needed because local roads cannot handle the strain of future growth, it is counterintuitive to now state that 13 local roads should be closed due to a lack of projected traffic.

Second, IDOT's own data demonstrates that there would be significant increases in average daily traffic (ADT) on most of the roads crossing the Prairie Parkway. For example, in comparison to the no build alternative, the Road Closure Report claims that 2030 ADT levels at crossings with the Prairie Parkway would increase as follows:

- IL 47 from 13,300 to 21,500
- IL 71 from 9,300 to 16,300
- US 34 from 24,800 to 30,800
- US 30 from 23,600 to 35,300
- O'Brien Road from 2,239 to 5,114
- Brisbin Road from 4,140 to 8,605
- Platville Road from 4,452 to 6,986
- Fox Road from 4,807 to 7,888
- River Road from 4,858 to 7,939
- Grainart Road from 1,916 to 4,772
- Scott Road from 2,672 to 5,115

IDOT must provide information about the impacts that these and other traffic increases will have on the levels of service on the local road network.

Third, the Road Closure Report and Draft EIS fail to provide data regarding the local road traffic impacts of a Local Road and Transit Alternative. The Road Closure Report compares the 2030 ADT on local roads for the Prairie Parkway only with the 2030 levels of the No Build Alternative. Road Closure Report at Table 4. As explained in our previous comments, the No

Action Alternative does not reflect the full range of projects that are included in the Local Road and Transit Alternative. Citizens' Draft EIS Comments at pp.7-10. IDOT needs to provide quantifiable data for a complete local alternative so that an objective and informed comparison of alternatives can be made.

II. <u>Unresolved Environmental Impacts</u>

IDOT has left several environmental issues unresolved in its Preferred Alternative Report, Road Closure Report and Corridor Protection Report. In the instances where IDOT responded to concerns raised by local residents, government agencies and members of the 47+ coalition, it did not cure several of these deficiencies before choosing to build the B5 route. The NEPA reporting process was established so that government agencies analyze and consider the best project alternatives. It was created to improve and coordinate federal projects, in relevant part to "encourage productive and enjoyable harmony between man and his environment; [and] to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man. . . . " 42 USC § 4321 (2006). Reporting additional findings in a Draft EIS without evaluating what effect they have on the project defeats one of the main purposes of the statutory review process. IDOT should assess whether the environmental issues raised in Draft EIS comments warrant choosing a better alternative.

A. Failure to Consider Environmental Impact of Road Closures

IDOT did not consider environmental impacts caused by closing 13 roads in its Draft EIS and subsequent Road Closure Report. IDOT discloses that it anticipates spending \$10,000 for tree removal, approximately \$2 million in excavation and embankments and \$36,900 in drainage for 176 foot and 80 foot culverts. However, it does not specify what impacts these practices will have on the surrounding environment. In addition to impacts from grading and constructing crossings, funneling local traffic to interchanges and remaining local roads will increase impacts from vehicles on natural areas in the vicinity of those routes. As part of the NEPA process, IDOT should have incorporated the environmental costs into both its road closure assessment and the cost/benefit analysis to determine the best road alternative. The coalition includes the following examples of potential impacts:

- 1. Closing Chicago Road routes more people to the US-52 interchange, near crossings over Lisbon Creek and West Aux Sable Creek. There is no information about how increased traffic will impact these waterways.
- 2. Immanuel and Helmar Road closures reroute people onto Caton Farm Road where it parallels Welch Creek for approximately 4,000 feet (according to the scale provided by IDOT in Draft EIS Exh. 5c).
- 3. Closing Schaefer Road will increase traffic on River Road, which runs parallel to the Fox River. Rerouted traffic passes Wetlands 45 and 46, as well as forest stand #6 before intersecting the Prairie Parkway. Added traffic from closing Schaefer would also take Blackhawk Road, crossing Rob Roy Creek, and traveling east adjacent to wetland 44. (See Draft EIS, Exh. 5c.)

- 4. IDOT included no information on impacts from constructing a new frontage road for Faxon Road. It is unclear whether the frontage road would impact wetlands 43 and 115. (See Draft EIS, Exh. 5d.)
- 5. Closing Sears Road will reroute traffic to alternate routes. This may increase traffic on Henning Road and Rock Creek Road. The Draft EIS and Road Closure Report should discuss potential impacts to adjacent natural areas, such as Big Rock Creek, a pristine Class A waterway, wetlands 29, 31, 32, 34 and 35, and Forest Stand #3. IDOT should also report whether increased traffic along alternate routes will adversely impact (directly, indirectly and cumulatively) any state listed species. (See Draft EIS, Exh. 5d).
- 6. Closing Wheeler Road redirects traffic onto Dauberman Road, which could either go to Scott Road or cross at the US-30 interchange. It is unclear how much increasing eastbound traffic on Dauberman Road to US-30 would additionally impact wetlands 10 and 114 and Welch Creek.
- 7. IDOT does not specify how much traffic would be rerouted from Lasher Road onto Dauberman Road, or what impact the increased load will have on the stretch of Welch Creek that runs parallel to Dauberman Road for approximately 2,000 feet.
- 8. IDOT does not state whether building a frontage road between Budd Road and Route 71 will pose any environmental impacts.
- 9. IDOT does not specify whether proposed culverts will impact aquatic habitats, and if it plans to utilize "fish friendly" culverts in these crossings.
- B. <u>Environmental Issues were Unresolved Prior to Selecting Route and Revising</u>
 Corridor

47+ strongly urges IDOT to cure deficiencies in its environmental analysis and reconsider whether the B5 route provides the most well-balanced transportation alternative. IDOT should assess the following concerns raised previously by government agencies and the coalition prior to spending any more time and funding on what it may find to be an inferior option.

1. Insufficient Water Quality Data / Antidegradation Analysis

IDOT must still collect water quality data and determine whether the levels are in compliance with Illinois standards. As requested by the United States Environmental Protection Agency (USEPA), IDOT should "provide a more substantive evaluation of construction and operational impacts (e.g. sedimentation, runoff, groundwater flow changes, removal of adjacent forest) on Big Rock Creek, Welch Creek, Rob Roy Creek and the Fox River." Road Closure Report, p. A-30. In addition, this analysis should be performed on Aux Sable Creek and other affected tributaries to these waterways.

Illinois antidegradation rules under Section 302 of the state water quality standards require waterbodies to be maintained in their present high quality state unless lowering such is necessary to accommodate important economic or social development. *See* 35 Ill. Adm. Code § 302.105(c)(1). No increases in pollutant loading can occur unless "all technically and economically reasonable measures to avoid or minimize the pollution have been incorporated into the proposal." *See* 35 Ill. Adm. Code § 302.105(c)(2)(B)(iii). In other words, IDOT must protect existing uses, maintain water quality at current levels when streams exceed standards, and allow for degradation only when necessary and no less harmful alternative exists. IDOT still has not sufficiently addressed these requirements.

a. <u>Incorrect IBI / BSC Ratings Could Mean Lower Protections</u>

The 47+ coalition is concerned that IDOT will not protect the high quality streams impacted by the Prairie Parkway in accordance with ratings most recently assigned by the Illinois Department of Natural Resources (IDNR). This issue was raised by the USEPA in its comment letter, stating that "[a]ccording to a March 2004 IDNR report, results from an August 2002 sampling show five main stem stations of the [Big Rock] creek, and three tributary stations qualify for a Class A (Unique Aquatic Resource) [rating]." Preferred Alternative Report, p. A-29. As stated in our earlier comments, even with a shift to a new Biological Stream Characterization (BSC) rating system, the most up to date Index of Biotic Integrity (IBI) figures are the best and most accurate ratings provided by the authorities on the topic. By using data that is seriously out of date, IDOT fails to ensure the pristine waterways in the project area do not fall below the more stringent thresholds. The Citizens' Draft EIS Comments specifically address this issue for each affected stream.

In addition, Ecowatch Riverwatch performed water quality studies in the Aux Sable Creek and tributaries for the last six years. They have documented sensitive macroinvertibrate species, such as Mayfly, in areas nearby the planned road closures for Chicago Road and Church Road. These intolerant species are indicative of high water quality in the Aux Sable Creek, which could be degraded by highway construction and operating activities. The macroinvertibrate study will be published by the National Great Rivers Research and Education Center in early 2008.

b. Failure to Show Compliance with 303(d) for the Fox River

IDOT has also not addressed the specific concern that the Fox River is listed as an impaired stream under Section 303(d) of the Clean Water Act. As stated by the USEPA, "among the primary causes for its impaired designation is sedimentation, which may be associated with and aggravated by construction and highway operations." Preferred Alternative Report, p. A-29. IDOT responded that it will include information in its Final EIS as to how it intends to *minimize* impacts on the Fox River. Preferred Alternative Report, p. 24. It later added that "potential changes in stream water quality will be estimated using projected land use changes, local planning requirements, and a watershed pollutant analysis." Preferred Alternative Report, p. 25.

As stated in our earlier comment letter, this response fails to address the prohibition of new discharges that will cause or contribute to violations of water quality standards. According to federal regulations, "[n]o new permit may be issued to a new source or new discharger, if the

discharge from its construction or operation will cause or contribute to the violation of water quality standards." 40 CFR 122.4(j).

c. Reducing Impact on the Fox River is Technically Feasible

IDOT did not include all technically and economically reasonable measures to avoid impacts of the highway on the Fox River in its Draft EIS. The United States Department of the Interior (USDOI) stated it "would prefer to see no structures within the bed and banks of the river that would affect its free-flowing condition." Preferred Alternative Report, p. A-20. It expressed that the proposal for a new six-lane freeway bridge across the Fox River has the potential to adversely affect its free-flowing or natural state. Id. As described by USDOI, the 25-mile log stretch of the Fox River was nominated to the Nationwide Rivers Inventory in 1982 because of its remarkable scenic, geologic, and recreational value. It is the only Class I stream in the area, with high bluffs and wooded banks that are home to state-listed threatened and endangered species, such as the Greater Redhorse, River Redhorse, Bald Eagle and Osprey. The Fox River is Category II, III and IV INAI site in part because of its proximity to two Illinois Nature Preserves and its unusual concentration of vascular plants along its banks. The part of the river in the project area is generally a free-flowing, quiet stream with many islands and outstanding scenic beauty.

IDOT responded to the USDOI request by stating that changing the bridge structure across the river would cost two and a half to three times the current estimate of \$28 million. Preferred Alternative Report, p. A-22. Since the Fox River is a unique and valuable resource, and IDOT has shown no way around sedimentation prohibitions under Section 303(d), it should at least consider in the Draft EIS an alternate bridge structure that does not involve sinking piers into the river, or better yet, avoid the impact altogether by directing the investment toward improving local roads.

2. Inadequate Study of Wetland Impacts

IDOT still only considers impacts to part of the wetlands directly within the project corridor. It claims it will only affect 2.71 acres of the 57 jurisdictional wetlands in the path of the highway. This excludes any impact on wetlands that will be partially paved or graded as a part of the project. This defies the main principles of hydrology. IDOT must take into account how these water systems are interconnected to protect or mitigate loss of portions of remaining wetlands that will be degraded by the B5 build alternative. *See* Citizen's Draft EIS Comments, pp. 15-16. As stated in our comment letter, water pollution and decreased circulation from disrupted hydrological conditions can cause eutrophication, loss of native vegetation and other damage to nearby wetlands. Wetlands, 3rd Ed., William J. Mitch and James G. Gosselink (2000), pp. 622, 625.

Similarly, the USEPA called upon IDOT to reexamine effects to ADID Wetlands 10 and 21. They are hydrologically connected to Welch Creek and Big Rock Creek respectively, which are waterways of special significance. The USEPA raises the point that "[d]irect and indirect impacts to ADID wetlands may adversely affect wildlife which uses the habitat. Such impacts could also degrade the sensitive aquatic habitat of hydrologically connected streams, described above." Preferred Alternative Report, p. A-29. IDOT responded by stating it will avoid impacts to

Wetland 10, and minimize impact to Wetland 21. Preferred Alternative Report, p. 22. In lieu of mitigation, IDOT should incorporate the suggestion by USEPA to implement wetland avoidance measures, such as roadway realignment, steeper side slopes and bridging for both ADID wetlands. Preferred Alternative Report, A-29.

In addition, the USEPA recommended a more rigorous evaluation of indirect salt spray impacts to wetlands in the project area. Preferred Alternative Report, p. A-28. The effects of salt exposure are described in the Draft EIS: "The symptoms of salt injury are similar to those of drought: inhibited growth, browning and falling of leaves and needles, and sometimes dying limbs and premature plant death." Draft EIS at p. 4-66. IDOT only committed to study this further for ADID wetlands. Preferred Alternative Report, p. A-38. Since bioswales cannot effectively remove salt from highway runoff, IDOT should extend its study to effects on all affected wetlands from infiltration of salt runoff, as well as salt splash and spray. According to the Forest Preserve District of DuPage County, over half of soil samples from wetlands near I-355 suffered from excessively high salt contents, which "severely restricted the types of plants that could become established in the wetlands." Letter from Mr. Gooch, Executive Director, DuPage County Forest Preserve District, to Mr. Kos, District Engineer, Illinois Department of Transportation, p. 5 (Feb. 28, 2001).

IDOT also failed to incorporate sufficient protections for Wetland 50. IDOT must still analyze impacts from construction (i.e. invasive species, intrusion of equipment) and operation of the highway. Although IDOT has agreed to pipe stormwater across the Fox River Bridge into detention basins, this does not completely address direct, indirect and cumulative impacts from salt infiltration, splash and spray. Particular care should be given to determining how salt and other contaminants will impact the endangered American Brooklime.

The 47+ coalition is encouraged that IDOT considered working with IDNR to acquire or place a conservation easement over Wetland 50. Regardless, IDOT should still specify how it will prevent damage as traffic grows heavier and creates increasing pressure on this valuable resource. This should also include a more in-depth analysis of infiltration loss, as requested by IDNR, since the previous study was only for a short duration. Preferred Alternative Report, p. A-49. As stated by the USEPA, Wetland 50 is a "rare natural resource in the study area, and any impacts to it would be difficult, if not impossible, to mitigate adequately." Preferred Alternative Report, p. A-28. IDOT additionally should weigh the effectiveness of mitigation as a cost in analyzing whether to continue developing plans for B5.

3. Forest Impacts / Neo-Migratory Tropical Birds

IDOT has not sufficiently addressed the effects of forest fragmentation, and impacts on neomigratory tropical birds. Both the USEPA and IDNR raised concerns about this issue. Results from IDOT's studies should be integrated into its cost/benefit analysis. The 47+ coalition agrees with the premise of creating natural connections, and planting Rock Elm seeds at tree mitigation sites. However, these measures do not adequately compensate for lost interior species habitat. Decreasing the size of forest stands will stress neo-migratory birds that need large blocks of forested habitat to nest. The seven types of interior bird species affected by the project will be more prone to nest predation and brood parasitism. It is also unclear how much connectivity IDOT plans to create.

IDNR recommended that tree removal be done outside when birds nest and migrate through the project area. Twenty-seven species of neo-tropical migrants were counted in the vicinity of the proposed highway. Draft EIS, p. 2-62. IDNR specified that "no tree removal should be done during any year from April 15th through August 15th." Preferred Alternative Report, p. A-50. It cited to the Migratory Bird Treaty Act, which "prohibits the taking, killing, possession, of migratory birds, their nests, eggs or parts of." 16 U.S.C. §703-712. In response, IDOT stated that it would "make every effort to *minimize* tree clearing activities during this period." Preferred Alternatives Report, p. A-52 (emphasis added). This stance runs contrary to both the positions taken by IDNR (p. A-50) and USEPA (p. A-31), and potentially violates the mandate of the Migratory Bird Treaty Act.

4. Failure to Sufficiently Analyze Threats to Sensitive, Rare and Listed Species

IDOT has not adequately analyzed threats to sensitive, rare and state listed species. The previous survey for aquatic species was performed during a 2005 drought. IDOT never explained how the circumstances surrounding the study impacted its results.

a. Recent recording of Greater Redhorse in Big Rock Creek

The Illinois Natural History Survey (INHS) recently found a Greater Redhorse fish upstream from the Henning Road Bridge, north of Plano, in close proximity to where the Prairie Parkway would cross over Big Rock Creek. INHS recorded the location of the State-endangered species earlier this year. IDOT should both weigh this discovery in its cost/benefit analysis of the project, and state how it intends to prevent damage to the aquatic habitat for this species at the nearby crossing. It should also consider conducting new studies under more normal conditions to find and record threatened and endangered species in the corridor.

b. <u>Impacts of Chlorides on Sensitive and State-Listed Species</u>

IDOT has not extended adequate protection to salt-intolerant flora and fauna in the project corridor. Although it has agreed to requests by the USEPA and IDNR to further study the effects of salt on the endangered Rock Elm and American Brooklime, which are both within 100 and 150 feet respectively of the highway, IDOT has not agreed to adequate measures to protect these state-listed species from runoff, splash and spray. In addition, IDOT has only agreed to compare chloride concentrations in areas with sensitive species to general use water quality standards. In analyzing impacts on pollution intolerant fish, such as the Mottled Sculpin, Greater Redhorse and River Redhorse, IDOT should discuss not only substrate, temperature and stream clarity, but also tolerance to salt and other pollutants that will increase from runoff in waterways. Preferred Alternative Report, p. 23. As stated in earlier comments by the coalition, fish and mussels can have thresholds well below general use water quality standards. *See* Citizens Draft EIS Comments, pp. 12-14, 27.

c. <u>Mussel Relocation Program</u>

Streams within the project area contain several species of mussels, including state-threatened Slippershell and Spike mussels and the rare Ellipse mussel. IDOT stated that if protected species are identified in the 2007 mussel survey, then a mussel relocation plan will be developed, submitted to IDNR for approval, and implemented prior to construction. Preferred Alternative Report, p. 22. The purpose of the Endangered Species Act is to protect existing aquatic habitat for listed species, rather than to transport them to an alternate location. IDOT also qualified that they will evaluate mussels associated with each stream crossing and planned construction areas to determine potential sedimentation impacts. IDOT should broaden their study to evaluate potential impacts from salt, temperature and other pollutants in runoff, and should widen the vicinity of their search to include areas where mussels will be impacted by constructing and operating the highway. This could forseeably extend farther downstream from the proposed crossing. IDOT should also take into account previous findings by INHS and IDNR of protected species in the project area.

5. Evaluation of alternatives

IDOT must still evaluate the environmental impact of its local road alternative and weigh its findings against the environmental cost of the B5 route. This should be a part of the overall assessment of what alternative best meets the needs of the region. The analysis should include more than an individual assessment of IL-47 north from Caton Farm Road to I-88 and the WiKaDuKe Trail. The Draft EIS should present a clear comparison of the environmental impacts of a true comprehensive local road alternative to its current B5 choice.

III. <u>Unresolved Agricultural Impacts</u>

IDOT has failed to address and adequately weigh direct, indirect and cumulative impacts to agriculture caused by the Prairie Parkway. The B5 route would initially take 2,514 acres of prime farmland and farmland of statewide importance. Preferred Alternative Report, p. 20. The highway would destroy 726 acres of Class 1 soils, 1,750 acres of Class 2 soils and 36 acres of Class 3 soils, permanently removing these valuable resources from the shrinking number of viable high yield areas. Unmanaged growth will claim an additional 5,400 acres, as the highway pulls development south and west of where local governments have planned. (Id.) The induced population growth will result in a substantial loss of 12% more farmland in the area above and beyond current projections. IDOT estimates that the highway will initially affect 189 farms. With numerous unregistered centennial and sesquicentennial farms in the region, it is still unknown how many are in the path of the corridor. Despite the magnitude of the impact by the highway, IDOT failed to release Land Evaluation Site Assessment (LESA) scores for farmland in the project corridor prior to closing the Draft EIS public comment period, and did not consider the cost to agriculture in its road closure analysis.

A. <u>Untimely Release of LESA Scores Prevented Local Governments from Using</u> Results in Choosing a Road Alternative

IDOT did not give local governments in the project area a fair opportunity to consider LESA scores in deciding whether to support the B2 or B5 highway alternative. The LESA system is an important tool in assessing the quality of an agricultural area. It provides an objective measurement of the level of protection for farmland. Scores range from zero to 300 points.

"The higher the point value a site or corridor alternative receives, the greater the probability that alternative should remain in agricultural use." See <u>Illinois LESA System, Land Evaluation Site Assessment</u>, Illinois Department of Agriculture (2001), p. 3. Farmland scoring between 226 and 300 should be retained for agricultural use and an alternative alignment should be considered. <u>Id.</u>; Draft EIS, p. 4-17.

Results released by the Illinois Department of Agriculture (IDOA) on February 27, 2007, the day before IDOT closed its public comment period, indicate that farmland in the path of the B5 route scored an incredible **281 out of 300.** The public did not have this information before it had to submit its decision as to which alternative it supported. For example, Kane-DuPage Soil and Water Conservation District requested information about LESA scores in its comment letter on January 15, 2007.

By rushing its decision, IDOT defeated the purpose of LESA, which is designed to select the alternative that least damages agricultural resources. Municipalities were not given the opportunity to determine if their farmland was too valuable to destroy prior to committing to an option. Consequently, IDOT should afford those affected by its decision a true opportunity to assess whether they prefer B2, B5 or a true local alternative in light of these staggering results. IDOT should re-evaluate its proposal based upon both the import of these unusually high scores and communities' responses to these publicized figures.

B. <u>Impacts From Contaminants on Farmland Excluded from Draft EIS</u>

Despite requests by coalition members, IDOT has failed to account for how air emissions and roadside contaminants will degrade the quality of soil and crops in the vicinity of the highway. As expressed above, highway runoff, splash and spray containing salt, petroleum, heavy metals and other contaminants will be introduced onto adjacent farmland. Bioswales are not effective at removing salt, which can infiltrate into Class I and II soils, changing their composition. IDOT has not evaluated whether cumulative exposure to runoff would impose any restrictions on Class I and II soils, and if so, how much farmland this would impact.

C. <u>Impacts to Agricultural Industry Downplayed in Draft EIS and Subsequent Study</u>

Agriculture is the primary land use in Kane and Kendall Counties. Illinois farm marketing generates approximately \$6.8 billion annually in cash receipts. Despite the importance of agricultural business to the region, IDOT failed to appropriately weigh losses to this industry. According to the Grundy County Soil and Water Conservation District, "since farming is the main income in the area it will impact the economy as the farmers will have to find other sources of income to supplement their losses. This will especially affect the older generation of farmers who may not be able to go back to receive education for an alternative occupation." Preferred Alternative Report, p. A-64.

Kendall County Soil and Water Conservation District (SWCD) also expressed their concern that C-2000 contracts in the area may be affected by the B2 or B5 routes. Preferred Alternative Report, p. A-72. The C-2000 program "provides cost-share assistance to landowners for the construction of conservation practices that can include filter strips, grassed waterways, terraces, water and sediment control basins, and grade stabilization structures." Id. In response, IDOT

merely stated that it will consider existing agreements governing the use of farmland at the time of appraisal.

Similarly, in its analysis of the impact of the highway on the agricultural protection program in Kane County, IDOT failed to analyze what effect the route may have on the area as a whole. In addition to induced growth in an area that Kane County explicitly set aside for agriculture, it could lead to more reluctance by farmers to purchase agricultural easements.

D. Agricultural Impacts not Weighed in Road Closure Cost/Benefit Analysis

IDOT failed to consider any impacts to farmsteads from road closures in its cost/benefit analysis. Almost all of the roads to be closed are adjacent to or surrounded by farmland. These roads are used by farmers during production. Dave Braden, a local resident, underscores this point in his comments about the effects of closing Helmar Road:

There are also numerous farmers who use these roads to haul farm equipment on instead of using highly traveled Rt. 47 to get to the Grain Elevator to and from their fields. By closing parts of these roads farmers would be forced to use Rt. 47, considerably slowing down traffic and making other drivers take dangerous chances by trying to pass them. Preferred Alternative Report, "Meeting Minutes / Public Petitions / Village Resolutions", p. 14.

The letter by Mr. Braden is accompanied by a petition from 130 residents, opposing the Helmar Road closure. IDOT did not appear to take the loss of revenue and increased difficulty in farming into account when determining whether to close Helmar Road. IDOT should reconsider the financial and logistical hardship road closures will cause to farmsteads in the area, and weigh this in its cost/benefit analysis.

IV. Failure to Sufficiently Integrate Public Opinion and Analysis into Decision to Designate Corridor and Build the Prairie Parkway

An additional concern with the Road Closure Report is that it repeats the technically true but substantively inaccurate statement that "extensive stakeholder and public involvement activities were and will continue to be a significant part of the Prairie Parkway study." (Report at 5). As we have previously noted, IDOT identified its "solution" of building a north-south highway connecting I-80 and I-88, reserved a corridor for the highway, and obtained significant federal earmarks for the highway long before the NEPA and public participation process began. While IDOT has held numerous public hearings and meetings, the critical decision to build a north-south highway rather than improve the existing road and transit system had already been made. Therefore, meaningful public participation in identifying transportation problems and developing solutions has not occurred here.

Finally, with regards to the revisions to the corridor that IDOT protected for the Prairie Parkway, we note our continued belief that, in this case, IDOT has unfairly impacted the rights of people living in the corridor. Through the initial corridor process in 2002, IDOT restricted property rights in the corridor without identifying a need for a highway or engaging in an objective evaluation of alternatives. IDOT now claims that it is revising the corridor to make it consistent

with the results of the NEPA process. (IDOT Corridor Protection Synopsis at p. 2). It is clear, however, that the NEPA process followed the results of the initial corridor protection analysis, rather than the other way around. Therefore, the minor changes being proposed to the corridor now cannot be used to retroactively justify the fundamentally flawed initial corridor protection decision.

Conclusion

For the reasons stated above and in comments previously submitted by the 47+ coalition members, we urge IDOT to withdraw the road closure and corridor protection proposals, reject the Prairie Parkway, and make the needed improvements to the local road and transit infrastructure in the project area.

Thank you for your consideration of these concerns. If you have any questions, please contact Stacy Meyers-Glen (312-863-6265), Jan Strasma (630-863-6669), or Shannon Fisk (312-780-7431).

Sincerely,

AMERICAN FARMLAND TRUST

AUX SABLE CREEK WATERSHED GROUP

Anita M Zurbrugg Assistant Director

American Farmland Trust Center for Agriculture in the Environment

P.O. Box 987 DeKalb, IL 60115 815.753.9686 azurbrugg@niu.edu Joan Kathryn Soltwisch

Aux Sable Creek Watershed Group

CITIZENS AGAINST THE SPRAWLWAY

22 West Chestnut Street Hinsdale, IL 60521 (630) 323-4044

jksoltwischblue@yahoo.com

CENTER FOR NEIGHBORHOOD TECHNOLOGY

Jacky Grimshaw

Vice President of Transportation Policy

Center for Neighborhood Technology

2125 W. North Ave. Chicago, IL 60647

Jan Strasma Chairman

Citizens Against the Sprawlway

P.O. Box 334

Big Rock, IL 60511

CITIZENS AGAINST THE SPRAWLWAY

ENVIRONMENTAL LAW AND POLICY CENTER

Mike McCoy Citizens Against the Sprawlway P.O. Box 334 Big Rock, IL 60511

Jessica Dexter Staff Attorney **Environmental Law and Policy Center** 35 East Wacker Drive, Suite 1300 Chicago, Illinois 60601-2110 312.795.3747

FRIENDS OF THE FOX RIVER

KENDALL CITIZENS FOR FARMLAND PROTECTION

Tom Schraeder **Friends of the Fox River** Vice President Friends of the Fox River P.O. Box 1314 Crystal Lake, IL 60039 Tim Gerk Chairman Kendall Citizens for Farmland Protection

NATIONAL RESOURCES DEFENSE COUNCIL

OPENLANDS

idexter@elpc.org

Shannon Fisk
National Resources Defense Council
Midwest Regional Office
101 North Wacker Drive, Suite 609
Chicago, Illinois 60606
312.780.7431
sfisk@nrdc.org

Stacy Meyers-Glen
Openlands
Policy Coordinator
25 E. Washington, Suite 1650
Chicago, IL 60602

SIERRA CLUB – ILLINOIS CHAPTER

Cindy Skrukrud

Clean Water Advocate

Sierra Club, Illinois Chapter

70 East Lake Street, Suite 1500 Chicago, Illinois 60606

Cypthiad school

Cynthia.skrukrud@sierraclub.org

November 15, 2007

Ms. Stacy Meyers-Glen Policy Coordinator **Openlands** 25 East Washington Suite 1650 Chicago, IL 60602 Mr. Jan Strasma Chairman Citizens Against the Sprawlway PO Box 334 Big Rock, IL 60511 Mr. Shannon Fisk
National Resources
Defense Council
Midwest Regional Office
101 North Wacker Drive
Suite 609
Chicago, IL 60606

FAP Route 319 (Prairie Parkway) Various Counties File #1453-111 Ref: 5.6.9.11.2 – 0127

Dear Ms. Meyers-Glen, Mr. Strasma, Mr. Fisk:

Thank you for submitting comments in response to the Public Hearing that was held in July 2007. The purpose of that Public Hearing was to obtain public comment on potential road closures, corridor protection and the PM 2.5 Hot Spot Analysis for the Prairie Parkway project. The public comment period for the Prairie Parkway Draft EIS concluded on February 28, 2007; therefore, our response to your August 13, 2007 letter will be focused on the issues related to the July 2007 public hearing. Responses to comments that were received during the DEIS public comment period will be contained in the Prairie Parkway FEIS.

I. Flawed Analysis of Levels of Service on Local Roads in the Road Closure Report

To determine whether the closure of a roadway would cause traffic from the roadway being closed to spill-over onto an adjacent roadway and cause traffic congestion, a roadway volume and capacity evaluation was conducted. The roadway evaluations identified in the Grade Separation/Road Closure Report are meant to show that due to road closures, adjacent roadways will not be congested. The Grade Separation/Road Closure Report included not only roadways that crossed Prairie Parkway but also north-south roadways that would be affected by the road closures. To confirm roads bisecting or paralleling Prairie Parkway would not be constrained by the closure, the CATS regional model was run with closures identified. The model identified the redistribution of traffic within the network and the average daily traffic for the year 2030.

Based on the indicated average daily traffic the roadway system was evaluated to determine whether thresholds for maintaining one lane in each direction on cross-

Ms. Stacy Meyers-Glen Mr. Jan Strasma Mr. Shannon Fisk

roads were exceeded, since all roadways crossing or adjacent to the Prairie Parkway consist of one through lane in each direction. The threshold selected identifies the level of service when roadway operations have deteriorated to a level of service D. A mid-level of service D would occur when the average daily traffic reaches 15,000 ADT. A level of service D indicates; 1) the ability to maneuver and pass vehicles is restricted because of traffic congestion 2) travel speed is reduced by the increasing traffic volume 3) only minor disruptions can be absorbed without extensive queues forming and traffic service deteriorating.

Your assertion that a level of service D does not meet IDOT standards is correct if you are building a new rural two-lane highway on new location, which is a rare occurrence, or additional lanes are proposed along an existing facility. For Rehabilitation, Restoration or Resurfacing (3R) projects in rural areas, a level of service criteria is not specified since pavement preservation, surface condition and addressing high crash/injury incidents are the primary objectives. The report does not refer to a level of service D as an IDOT standard since reconstruction is not proposed but rather a threshold to measure performance or lack thereof. As indicated a level of service D was selected as a threshold based on the definition that maneuverability is restricted, operations are deteriorating and an incident/crash would cause considerable delay and back-ups.

The 2030 ADT along the majority of roadways in the proximity to the B2, B5 and B2/B5 build alternates are in the range of 1000 to 9000 ADT (see table 4 of the Road Closure Report), which are well below the 15,000 threshold where capacity has deteriorated. Two build alternate roadways have an average daily traffic volume greater than 9000 which include: the Prairie Parkway B2/B5 crossing at Rock Creek Road with an ADT of 12,060 and Dugan Road at 17,020. The Rock Creek Road build ADT is only slightly greater than the no-build ADT (ADT 12,060 Build and 10,800 No-Action) and well below the operational threshold. The roadway that surpasses the threshold (Dugan Road) is a north-south roadway over 1.5 miles east of the Prairie Parkway crossing of US Route 30. Absent in your observation regarding Dugan Road is that the forecast 2030 average daily traffic for the Prairie Parkway build alternate is slightly lower than the no-action alternative. Your comment implies that the Prairie Parkway is the cause for the high ADT along Dugan Road, when it will essentially remain the same, 50 ADT decrease for the B2/B5 Build Alternate (2030 ADT 17,020 Build and 17,075 No-Action). Also regarding level of service, the DEIS does not assert that the build alternates will improve operations on every roadway in the project area. In conclusion, the local roadway system, based on the subject roadway closures, will not need to be expanded as a result of the proposed road closures.

As you have indicated, 2030 No-Action traffic volumes increase when compared to the 2030 build traffic volumes as noted above. Interchanges are proposed at all state routes that cross Prairie Parkway. Prairie Parkway is a fully accessed controlled facility and access to the freeway can only be made at the five proposed interchanges. Therefore, volume increases along state highways at interchanges would be expected since the intent of building the freeway is to shift through and longer distance trips from the local system to the freeway. As part of interchange design studies, capacity analysis at ramp terminals were conducted

Ms. Stacy Meyers-Glen Mr. Jan Strasma Mr. Shannon Fisk

and found to meet IDOT policy. In addition, the Grade Separation/Road Closure report indicates roadways to remain open were found to have considerable excess capacity to accommodate 2030 build alternate volumes.

In addition to the construction of interchanges accounting for volume increases along state highways please note the following:

- Traffic volumes increase along Illinois 47 since the 2030 No-Action cross-section consists of one lane in each direction and the 2030 build cross-section consists of two-lanes in each direction. Consequently, the travel demand model redistributes traffic to utilize the additional capacity as the additional lanes on Illinois 47 attract motorists that currently travel on lower functionally classified highways.
- 2) Traffic volumes increase at Prairie Parkway at US Route 34 and Illinois 71 since Prairie Parkway provides an additional crossing of the Fox River. This crossing reduces circuitous travel and improves travel times in comparison to using Illinois 47 or a combination of east-west/north-south local roads to traverse the study area.
- 3) Traffic volumes increase along US Route 30 at Prairie Parkway, since traffic typically takes the route that minimizes travel time. For example, some of the traffic on Prairie Parkway northbound destined for I-88 eastbound is projected to exit at US Route 30 and proceed eastbound to Illinois Route 56 to access I-88. This travel pattern will prevail until the travel time along US Route 30 to I-88 becomes greater than the travel time from Prairie Parkway directly to I-88 to Illinois Route 56.
- 4) Traffic volumes increase along the indicated non-interchange cross-roads as noted in the Grade Separation/Road Closure Report. Numerous cross-roads are closed and traffic redistributes to cross-roads with grade separations. As indicated in the Grade Separation/Road Closure Report, roadways to remain open were found to have considerable excess capacity to accommodate 2030 build alternate volumes.

II. Unresolved Environmental Impacts

The environmental impacts of road closures were incorporated into the DEIS for the natural resources affected. For example, the estimated right of way included the frontage roads, access roads, and culverts necessary to support the changes in local roads, as well as the Prairie Parkway. In determining agricultural impacts the total right of way area required for these improvements was utilized. Any potential wetland impacts associated with the proposed improvements were also accounted for in the DEIS estimate of impacts.

II.A. Failure to Consider Environmental Impact of Road Closures

1. Closing Chicago Road directs traffic to the US 52 interchange, resulting in a projected traffic volume for US-52 of approximately 8,000 ADT by 2030. In estimating water quality impacts, the traffic volumes that are critical are those

November 15, 2007 Page 4

Ms. Stacy Meyers-Glen

Mr. Jan Strasma Mr. Shannon Fisk

above 30,000 ADT. As discussed in the DEIS, research has shown that pollutant concentrations associated with traffic volumes less than 30,000 ADT have few substantial impacts on water quality. Potential impacts tend to be short-term localized effects with few, if any, chronic effects.

- 2. Caton Farm Road parallels West Aux Sable Creek and a tributary. With the closure of Helmar and Immanuel roads the traffic volume for Caton Farm Road is forecast at a volume less than 1,000 ADT by 2030. This traffic volume is well below the 30,000 vehicles per day where water quality effects of untreated storm water may appear.
- 3. None of the wetlands (#44, #45, and #46) mentioned in your letter will be directly affected by the proposed road closures. The traffic volume for River Road will increase to a volume of approximately 5,000 ADT by 2030. These roads also have lower speed limits than an expressway design and will be maintained by local agencies. No indirect impacts were identified due to the low traffic volumes and reduced speeds.
- 4. The Faxon Road frontage road was considered in the estimate of impacts for agriculture and wetlands. The traffic volume for Faxon Road will increase to approximately 5,000 ADT by 2030. No impacts will result to wetlands 43 and 115 and they are located outside of the proposed right-of-way.
- 5. The closure of Sears Road would shift traffic to Miller and Galena roads. No traffic would be routed on to Henning Road, a private drive, across Big Rock Creek as it will be closed to through traffic. The resulting traffic volume for Miller is forecast to increase to approximately 3,000 ADT in 2030, and to approximately 9,000 ADT on Galena Road. Both volumes are forecast below the threshold volume of 30,000 vehicles per day where untreated pollutant contributions could have effects upon Big Rock Creek.
- 6. Closing Wheeler Road results in a forecast 2030 traffic volume for Dauberman Road of approximately 9,000 ADT, and 6,000 ADT for Scott Road. These volumes are below the threshold of 30,000 vehicles per day as described above where pollutant contributions could affect Welch Creek. Direct impacts to wetland 10 have been avoided and impacts to wetland 114 will be reduced, and will be addressed in the FEIS.
- 7. The closing of Lasher Road will increase traffic on Dauberman and Scott roads as previously described above, and as noted, are below the threshold volume of 30,000 vehicles per day where pollutant contributions could affect Welch Creek.
- 8. The frontage road planned between Budd Road and Route 71 has been included in the DEIS impact assessment for all resources.
- 9. The proposed culverts are designed to allow fish passage and avoid fish passage obstructions.

Ms. Stacy Meyers-Glen Mr. Jan Strasma

Mr. Shannon Fisk

II.B.1. Insufficient Water Quality Data/Antidegradation Analysis

Additional information has been collected regarding water quality conditions in the streams to supplement the previous data presented in the DEIS. This information will be presented in the FEIS.

II.B.1 a. Incorrect IDOT/BSC Ratings Could Mean Lower Protection

The two road closures, Chicago Road and Church Road, are near West Aux Sable Creek and Walley Run, respectively. Closing these local roads shifts traffic to adjacent local roads within the same watershed. Therefore, the net effect upon water quality in these streams due to road closures would be very small or negligible. The larger issue of IBI/BSC ratings will be addressed in the FEIS.

II.B. 1.b. Failure to Show Compliance with 303(d) for the Fox River.

Additional information regarding water quality impacts relative to Section 303(d) criteria will be presented in the FEIS.

II.B.1.c. Reducing Impact of the Fox River is Technically Feasible

You correctly noted that the U. S. Department of the Interior (USDOI) commented on matter of structure placement in the Fox River. Additional information was, subsequently, provided to the USDOI including a discussion of measures proposed to insure the river remained free-flowing and that recreation was not affected. The USDOI, National Park Service found this response satisfactory and has no further comment regarding the bridge crossing as proposed at the Fox River.

II.B.2. Inadequate Study of Wetland Impacts

The DEIS correctly acknowledges direct impacts within the proposed right-of-way. The DEIS states that portions of wetlands remaining outside but adjacent to the roadway will be affected through roadway runoff, etc; however, these effects are not quantified. Current regulatory statutes assess wetland impacts through dredge, fill, or draining by acreage. This approach is used consistently by regulatory agencies.

The mitigation as presented in the DEIS is correct based on current law. Wetland impacts that require permitting and mitigation are limited to dredge, fill, or drainage activities. All wetlands directly impacted were assessed for their individual mitigation ratios based on current Corps of Engineers guidance and the Illinois Interagency Wetland Policy Act. The highest mitigation ratio was assumed if there were differences between the Corps of Engineers and the Interagency Wetland Policy Act. During the Section 404 permitting process, the Corps of Engineers will review all wetland impacts and determine if additional impacts and mitigation will be applied to the project.

Mr. Shannon Fisk

Further discussion of wetland impacts will be addressed in the Final EIS.

II.B.3. Forest Impacts/Neo-Migratory Tropical Birds

The issue of forest impacts and associated impacts on neo-tropical migratory birds, along with forest mitigation, will be addressed in the FEIS.

II.B.4. Failure to Sufficiently Analyze Impacts to Threatened and Endangered Species

Additional information has been collected regarding water quality conditions in the streams to supplement the previous data presented in the DEIS. This information, including additional impacts to threatened and endangered species and proposed mitigation, will be presented in the FEIS.

II.B.4.a. Recent Recording of Greater Redhorse in Big Rock Creek

Evaluation of impacts in the FEIS will be expanded to include listing of pollution intolerant species found in Big Rock Creek, including the greater redhorse.

II.B.4.b. Impacts of Chlorides on Sensitive and State-Listed Species

Information regarding existing chloride concentrations in the streams and projected chloride concentrations will be presented in the FEIS.

II.B.4.c. Mussel Relocation Program

Potential construction impacts to aquatic species, as well as proposed mitigation, will be described in the FEIS.

II.B.5. Evaluation of Alternatives

Several stand-alone and combination local road alternatives were considered in the alternatives analysis prior to the selection of the detailed build alternatives for evaluation in the DEIS. The local roads alternative did not meet the purpose and need of the project and, therefore, was eliminated from further consideration.

III. Unresolved Agricultural Impacts

The DEIS identified the specific direct impacts to agriculture as well as the indirect and cumulative impacts. Updates to the impacts to agriculture, prime farmland and centennial and sesquicentennial farm will be included in the FEIS. The LESA score was not available at the time of DEIS publication as that score is prepared by the Illinois Department of Agriculture, and changes were made to reduce impacts throughout preparation of the DEIS. Access was an important element of the agricultural analysis and road closures were considered in assessing adverse travel and access.

III.A. Untimely Release of the LESA Scores Prevented Local Governments from Using Results in Choosing a Road Alternative

Coordination with the Illinois Department of Agriculture (IDOA) has been ongoing throughout the study process as agriculture has been recognized as an important resource in the area. The impact factors for farms and farmland, which the LESA score represents, was provided in the DEIS. The LESA provides an overall indicator of these individual agricultural impacts. Local governments have been continually briefed regarding the alternatives considered, areas affected and types of impacts; this information was available during DEIS comment period. Agricultural impacts were included in evaluating the detailed build alternatives, along with community input. As stated in Section 4.2.2.3, the minimization of impacts, such as landlocked parcels, uneconomic remnants, and severed parcels, was an important step in the evaluation process.

III.B. Impacts from Contaminants on Farmland Excluded from Draft EIS

Information will be provided in the FEIS presenting available data regarding metal deposition near roadways and crop tolerances.

III.C. Impacts to Agricultural industry downplayed in Draft EIS and Subsequent Study

The importance of agriculture is described in Chapter 2 of DEIS and the magnitude of farmland loss was discussed in Section 4.2 of the DEIS. This loss is compared to ongoing land use transformations described in Section 4.17.7.3 of the DEIS. Additional information will be included in the FEIS.

The DEIS considered and documented agricultural impacts and has coordinated with IDOA and other organizations regarding these impacts. The LESA results will be added to the FEIS.

III.D. Agricultural Impacts not weighed in Road Closure cost/benefit analysis

The impacts to farmsteads were considered in the cost/benefit analysis completed for the Road Closure assessment. The road user cost is only one component of the Grade Separation/Road Closure Report. Other components include the qualitative roadway system attributes and coordination/public involvement. The qualitative roadway system component includes factors, such as the available capacity of adjacent roadways to carry additional traffic, travel pattern changes that adversely affect access to emergency services, the planned functional use of the roadway, regional/local continuity issues and other identified social factors, as appropriate. The coordination component involves meeting with counties, cities, villages, emergency services, schools, etc. and their feedback has been incorporated into the analysis.

Ms. Stacy Meyers-Glen Mr. Jan Strasma

Mr. Shannon Fisk

Also, the improvement to IL-47 will include a 12-foot wide paved shoulder that will be available for farm equipment traveling to the grain elevator at Helmar Road and IL-47. Farmers will continue to reach the grain elevator by using Plattville Road or Caton Farm Road to reach IL-47. The paved shoulder and additional lanes should contribute to improved safety on IL-47 and ease congestion.

IV. Failure to Sufficiently Integrate Public Opinion and Analysis into Decision to Designate Corridor and Build Prairie Parkway

Your comments regarding a north-south corridor connecting I-80 and I-88 are noted. The study has responded to identified transportation needs, in part recognizing existing travel routes in the project area. The basis for selection of the Preferred Alternative has been generally described in the Preferred Alternative Report as found on the project web site, and will be further documented in the FEIS.

For additional information please visit our website at http://www.prairie-parkway.com for the most current information as well as the DEIS where alternatives studied are identified and discussed.

Sincerely,

George F. Ryan, P.E. Deputy Director of Highways Regional Engineer

By: Rick Powell, P.E. Studies & Plans Engineer

cc: Ed Leonard, PB